THE CENTENNIAL EXHIBITION.

World's Fairs are of modern origin, and are legitimate results of progress in the arts and sciences. When Flanders made woolen cloth for all Europe, when the Indies supplied that continent with silks, Persia and Turkey furnished it with carpets, Venice with glass, Saxony with porcelain, and Italy with articles of bijouterie—each of these nations enjoying a comparative monopoly of its specialty—the products of all could not, according to the sentiment of the age, be concentrated, because the desire was to retain the mystery of the art by which each profited. But, one by one, the secrets of these and other manufactures were obtained by the nations of Western and Central Europe; in some instances the discoveries being made by artifices and sacrifices approximating the marvellous, and, once gained, it was not long until those progressive nationalities achieved a mastery in producing the essentials of adornment and comfort which the world's advancing refinement demanded. Monopoly of production being no longer possible in any principal branch of industry, the producers soon learned the advantage of bringing together the fruits of their skill, so that the progress each had made could be demonstrated, and a stimulus thus be given to further improvement, both in results obtained and in methods of obtaining them. These gatherings served the purpose not only of schools in mechanics and manufactures, as well as in the higher branches of art, but they acted as stimulants to trade and commerce by demonstrating where improvements had been greatest, and thus indicating the best localities for procuring supplies.

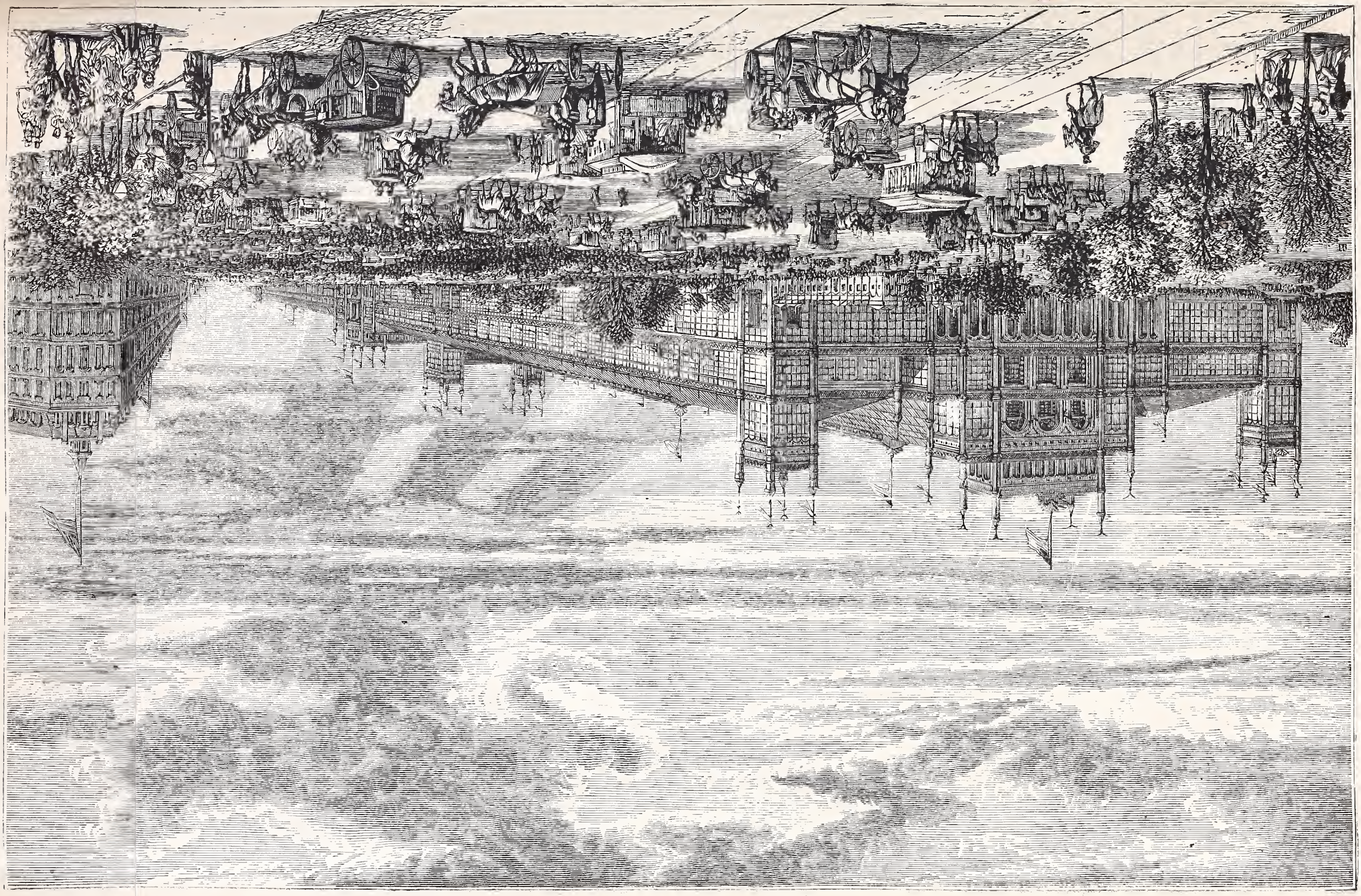
The first of these general fairs of which any authentic record is preserved was held in France in 1798, at about the period when that nation was entering upon its wonderful career of manufacturing success. This was followed by similar exhibitions in 1801, 1802 and 1806. Then, for thirteen years they were intermitted, while industrial progress yielded to military ambition; but in 1819 they were revived, and were repeated in 1823, 1827, 1834, 1839, 1844 and 1849. Belgium held one at Ghent, in 1820; Ireland, at Dublin, in 1829; Prussia, at Berlin, in 1844; Austria, at Vienna, in 1846; England, at Birmingham, in 1849, and in succeeding years at many other provincial cities; Bavaria, at Munich, in 1854; Holland, at Amsterdam, in 1859; and Russia, at Moscow, in 1872. These fairs were at most only international—the products exhibited being those of the nations holding them, with limited contributions from outside communities with whom commercial intercourse existed, and who were attracted by a desire for increased trade.

The first exhibition deserving the name of World's Fair was held in London, in 1851. This was followed by one, designed on an approximate scale, in New York, in 1853. Paris came next, in 1855. London repeated its exhibition on a grander scale, in 1862. Paris again followed by one more complete, in 1867; and Vienna inaugurated the largest ever yet held, in 1873. The South American Republic of Chili held one at Santiago, in 1875. Next in order is that now being held in Philadelphia, designed to commemorate the Centennial of the Independence of the United States. As this will be the most interesting of all similar exhibitions because of its commemorative character, as well as the largest in area, the widest in scope, and, in all probability, the most numerously attended, a notice of its inception and progress may not be uninteresting.

In December, 1866, Professor J. L. Campbell, of Wabash College, Indiana, wrote to Hon. Morton McMichael, then Mayor of Philadelphia, suggesting the holding of an International Exhibition at that city in 1876, as the most suitable method of observing the completion of the first century of American national existence, and presented many reasons why such Centennial celebration should be held in Philadelphia. Mayor McMichael, in reply, cordially endorsed the proposition in his own behalf, as well as on the part of many prominent citizens of the city, and promised to take measures, at the proper time, to secure its accomplishment. In November, 1868, Professor Campbell wrote a second letter to Mayor McMichael, urging immediate action, and to this received a reply concurring in the opinion that the time had arrived when an active effort should be made to carry out the suggestions previously submitted and considered.

The agitation of this subject was continued in various ways, and on the 20th of January, 1870, John L. Shoemaker, Esq., a member of the Select Council of Philadelphia, introduced resolutions, which were unanimously adopted in that and in the Common Branch, endorsing the proposition to hold an International Exhibition at Philadelphia, in 1876. These resolutions were the first official act relating to a Centennial celebration. The Legislature of Pennsylvania and the Franklin Institute of Philadelphia promptly endorsed the movement, and appoint-

MAIN BUILDING.



ed committees to unite with the joint committee of City Councils in presenting a memorial to Congress, showing the design and scope of the enterprise, and the importance of its being held under the auspices of the Government of the United States.

The memorial of these committees was presented to Congress in January, 1871, and in accordance therewith, Hon. D. J. Morrell, a representative from Pennsylvania, and Chairman of the House Committee on Manufactures, introduced a bill creating the United States Centennial Commission, whose duty it was to prepare and superintend the execution of a plan for holding an Exhibition of American and Foreign arts, products and manufactures, under the auspices of the Government of the United States, in the City of Philadelphia, in the year 1876, which bill was enacted into a law on the 3rd of March, 1871.

This legislation gave the proposed Exhibition the prestige of a national enterprise, and the commissioners authorized under it were promptly appointed by President Grant. On the 1st of June following, an act was passed creating the Centennial Board of Finance, and defining a plan by which the funds necessary for the Exhibition were to be raised.

The Commissioners met in Philadelphia on the 4th of March, 1872, representatives being present from twenty-six States and Territories. By-laws for the government of the Commission were adopted; various committees necessary were named, and Hon. Joseph R. Hawley, of Connecticut, was elected President of the Commission. The meetings of the Commission were continued, with some interregnums, until the end of May following, and during these sessions a large amount of preliminary business was transacted, such as defining a general plan of the Exhibition, the establishment of a financial scheme by which the requisite funds were to be secured, and the calling for architectural designs for the principal buildings to be erected.

The Commissioners being gentlemen of character and energy, the work entrusted to them was steadily prosecuted, often in the face of great obstacles and against unreasonable prejudices, until not only the entire American Union, but the whole civilized world, conceded its importance and joined in carrying it to a successful termination. At a session of the Commission, held subsequent to the dates given, Hon. A. T. Goshorn was unanimously elected Director-General of the Exhibition, and Prof. John L. Campbell, of Indiana, permanent Secretary. These gentlemen, together with Mr. Hawley, the President, have been continued in their positions to the present time, contributing largely, by their zeal and ability, to the perfect success of the enterprise. Mr. Goshorn took up his residence in Philadelphia and gave himself wholly to the work in October, 1873; Mr. Campbell about the same time, and Gen. Hawley early in June, 1875. A similar meed of praise is due to Hon. Daniel J. Morrell, Chairman of the Executive Committee of the Commission. A very great and very honorable work was done by the associate corporation, the Centennial Board of Finance, of which Hon. John Welsh has always been President, Hon. Frederick Fraley, Treasurer, and Hon. William Bigler, Financial Agent—the calamitous financial crisis that began in September, 1873, having made their labors infinitely more arduous than, under ordinary business conditions, they would have been.

A clause in the act creating the Centennial Commission provided that the President should, when informed by the Governor of the State of Pennsylvania that provision had been made for the erection of suitable buildings for the purposes of the Exhibition, make proclamation of the fact. Governor Hartranft, of Pennsylvania, having informed President Grant on the 24th of June, 1873, that these provisions had been complied with, the required proclamation was made on the 3rd of July following. In that proclamation the President defines the character of the Exhibition, and declares that, "in the interest of peace, civilization and domestic and international friendship and intercourse, I commend the celebration and Exhibition to the people of the United States, and in behalf of this Government and people, I cordially commend them to all nations who may be pleased to take part therein."

The details marking the progress and growth of the Exhibition, from the permanent organization of the Commission down to the present time, when its magnitude is assured and its unprecedented interest as an event in the World's history established, would, however interesting, be too cumbersome for a sketch of this kind. Those charged with its management have, by constant and timely exertions, overcome prejudices, removed obstacles, inspired enthusiasm, and secured co-operation, until a complete triumph has been gained; and when the doors of the magnificent monumental structures erected were opened to visitors, they admitted representatives from every land, who came, not only as contributors to the latest object-lesson in human progress, but as students of the wonderful achievements of a century of national liberty.

Before leaving this branch of the subject, simple justice demands that the liberality of the State of Pennsylvania and the City of Philadelphia toward the Centennial Exhibition should be acknowledged. The amount appropriated by the State, directly for Centennial purposes, aggregates one million and fifteen thousand dollars, and by the City, one million five hundred and seventy-five thousand dollars, showing a total contribution from these two sources of two million five hundred and ninety thousand dollars. In addition, the private subscriptions by citizens of Pennsylvania amount in the aggregate to two millions and a half more, making a total direct contribution to the Centennial fund, from Pennsylvania alone, of more than five millions of dollars.

The Exhibition was opened to the public on the 10th of May, 1876, and will close on the

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10th of November, next. Artieles in the Exhibition, exeept in sueh collective exhibits as have reeeived special sanetion, are classified in seven departments, as follows: I. Mining. II. Manufactures. III. Edueation and Seience. IV. Art. V. Maehinery. VI. Agriculture. VII. Horticulture.

The MAIN EXHIBITION BUILDING, in which are grouped the departments of Mining, Manufactures, Education and Scienee, located by countries geographieally, in seetions running crosswise from north to south, is in the form of a parallelogram, extending east and west 1,880 feet, and north and south 464 feet. This building stands upon six hundred and seventy-two stone foundation piers, and embraces in its construetion 3,928 tons of rolled iron, 237,646 square feet of glass, and 1,075,000 square feet of roofing tin, equal to twenty-four and five-eighths acres. There are 672 wrought iron columns used, varying in height from 23 to 125 feet, and weighing in the aggregate 2,200,000 pounds. The weight of iron in the roof is 5,000,000 pounds. The larger portion of this structure is one story in height, and shows the main cornice on the outside, forty-five feet above ground, the interior height being seventy feet.

The general arrangement of the ground plan shows a central avenue or nave 120 feet in width, and extending 1,832 feet in length. This is the longest avenue of that width ever introduced into an Exhibition Building. On each side of this nave there is an avenue 100 feet in width by 1,832 feet in length. Between the nave and side avenues are aisles 48 feet wide, and on the outer sides of the building smaller aisles 24 feet in width. Upon the corners of the building there are four towers, rising to a height of 75 feet. In two of these towers steam elevators are introduced, which will carry visitors to platforms where a complete view of the entire interior of the edifice can be obtained. One of these elevators will be exelusively devoted to the use of women, the other to men. The area of Exhibition space contained in this building is twenty-one and a half acres.

The MACHINERY BUILDING is located 542 feet from the west front of the Main Building, and is upon the same line, the two buildings presenting a frontage of 3,824 feet upon the principal avenue within the Exhibition grounds. The building consists of the Main Hall, 1,402 feet long by 360 feet wide, and an annex on the south side of 208 by 210 feet. Like the Main Building the principal portion of this structure is one story, showing the main eornice on the outside at a similar height of 40 feet from the ground, the interior height varying from 40 to 70 feet.

The arrangement of the ground plan shows two main avenues 90 feet wide by 1,360 feet long, with a central aisle between and an aisle on each side. Each aisle is 60 feet in width, the two avenues and three aisles making the total width of 360 feet. At the eentre of the building is a transept of 90 feet in width, whieh at the south end is prolonged beyond the Main Hall. This transept, beginning at 36 feet from the Main Hall and extending 208 feet, is flanked on eaeh side by aisles of 60 feet in width, and forms the annex for hydraulic maehinery. The promenades in the avenues are 15 feet in width, in the transept 25 feet, and in the aisles 10 feet.

The annex for hydraulie machines contains a tank 30 feet by 160 feet, with depth of water of 10 feet. At the south end of this tank is a waterfall 35 feet high by 40 feet wide, supplied from the tank by pumps upon exhibition. This building embraees fourteen acres of floor space.

The ART GALLERY is a permanent edifice, ereeted at the joint expense of the State of Pennsylvania and the City of Philadelphia, and is to be used in connection with the Exhibition, after whieh it will remain as a free Art Museum and Institute. It is constructed entirely of granite, iron and glass, and is completely fire-proof. This structure is 365 feet in length, 210 feet in width, and 59 feet in height, rising from a basement elevated 12 feet above the surrounding plateau. It is crowned by a massive dome, rising 150 feet from the ground, construeted of iron and glass, surmounted by a colossal bell, upon which stands a female statue emblematic of Columbia, twenty-three and a half feet high, cast in zinc, and weighing three tons. Four other smaller statues stand at the base of the dome. This building occupies a commanding situation, overlooking the Scuylkill river and the city in the distance. In style it is massive and ornate, combining architectural effects novel in America but admirably adapted to an edifice of this kind. The central hall is 287 feet long and 85 feet wide, capable of holding 8,000 persons. In this edifice the fine arts alone are represented, embracing the riehest gems of painting and sculpture culled from the collections of the Old and New Worlds. So great has been the demand for spaee in which to exhibit these art treasures, that it has been found necessary to double the area originally provided, and this has been done by the erection of fire-proof temporary additions to the Art Gallery. There can scarcely be a doubt that the display made in this grand edifiee equals, if it does not excel, in extent, variety and beauty, any similar Exhibition ever held.

The HORTICULTURAL BUILDING is a crystal palace of remarkable beauty, and, like the Art Gallery, was erected at the cost of the City of Philadelphia, as an adjunct to the Centennial Exhibition, and a permanent ornament to Fairmount Park. It occupies a position commanding a wide view of park, river and city, and is in the Moresque style of arehitecture of the twelfth century, the materials used in its construction being principally iron and glass. In length it is 383 feet, in width 193 feet, and in height, to the top of the lantern, 72 feet.

This edifice is devoted entirely to the exhibition of flowers, plants, shrubbery, and rare botanical and hortieultural speeimens, collected from all quarters of the world. The artificial

temperature created causes many varieties of lofty palms of the tropics to grow as they are seen in the lands of their nativity, while orange, lemon, and other fruit-bearing trees of the sunny South, show their gleaming fruitage through the redundance of verdure that clusters around them. Surrounding the edifice are parterres of flowers and plants, artistically arranged, with fountains playing amidst them, vivifying with their moisture the luxuriant growth. Promenades extend in all directions through these beds of verdure and perfume, and the visitor can ascend to galleries inside the building which overlook the entire conservatory bringing into view a scene of loveliness as entrancing as a poet's dream.

The AGRICULTURAL BUILDING consists of a long nave crossed by three transepts, both nave and transepts being composed of Howe truss arches of Gothic form. The nave is 820 feet in length by 125 feet in width with a height of 75 feet from the floor to the point of the arch. The central transept is of the same height, and 100 feet breadth, the two end transepts 70 feet high and 80 feet wide. The four courts enclosed between the nave and transepts, and also the four spaces at the corners of the building, having the nave and end transepts for two of

MACHINERY HALL.

their sides, are roofed and form spaces for exhibits. Thus the ground plan of the building will be a parallelogram of 540 by 820 feet, covering a space of above ten acres.

This building is admirably arranged and situated for exhibits representing arboriculture and forest products ; pomology ; agricultural products ; land animals; marine animals; fish culture and apparatus; animal and vegetable products, (used as food or as materials); textile substances of vegetable or animal origin; machines, implements, and processes of manufacture ; agricultural engineering and administration; and tillage and general management. The display of these articles is unusually large, comprehending all nations, and from this fact cannot fail to possess extraordinary interest to many visitors. The exhibits are arranged by classes, all articles of a similar kind, no matter from what country or clime they come, being grouped together, thus affording superior opportunities for examination and comparison. The grounds for the display of live stock are outside the exhibition enclosure but within convenient distance, and contain every requisite for the care and comfort of the animals on exhibition. In July the trials of mowers and reapers were made on the extensive and beautiful farms secured for the purpose in Bucks County, Pennsylvania, immediately adjacent to Philadelphia. Trials of steam plows and tillage implements will be had on the same farms in September and October. The exhibition of horses, mules and asses will take place from September 1st to 15th; of horned cattle from September 20th to October 5th; of sheep, swine, goats and dogs from October 10th to 25th, and of poultry from October 28th to November 10th. There are three first-class driving parks in the near vicinity of Philadelphia, and arrangements have been made by which the finest and most famous trotting and running stock in the United States can, during the continuance of the Centennial Exhibition, be seen in contests for superiority.

The buildings thus sketched embrace an exhibition space of forty-eight and a half acres, while other public and private edifices erected, directly for the purposes of the Exhibition, increase this space to seventy-five acres. This exceeds the area of the London Exhibition of 1862, fifty-one acres; of the Paris Exhibition of 1867, thirty-four and a half acres ; and of the Vienna Exhibition of 1873, twenty-five acres.

Grand and imposing as these five Main Exhibition buildings are (and the general verdict of all who have seen them is that they are faultless in design and perfect in construction), they are yet but centres in which the principal features of the Exhibition, classified under the five distinctive headings of Manufactures, Machinery, Fine Arts, Horticulture and Agriculture, are grouped. Five other edifices have been erected, which are properly classified as public, to distinguish them from the numerous buildings constructed by nations, States and individuals for special uses and special exhibits. Of these the UNITED STATES GOVERNMENT BUILDING, erected by the General Government, is one of the most striking within the Centennial enclosure. It is 500 feet in length by 360 feet in width, covering an area of more than four acres, while its immediately contiguous grounds, utilized for exhibition purposes, increase this space to seven acres. The exhibits made by the Government, in and around this edifice, are multifarious and peculiarly interesting, embracing, among others, specimens of all kinds of coinage and currency, by the Treasury Department ; of rare and valuable papers and documents, by the State Department ; of all varieties of arms, old and new, by the War and Navy Departments, including the heaviest field, marine and fortification ordnance ready for action ; of countless archæological, geological and mineralogical curiosities, by the Smithsonian Institute; of a modern field hospital, 152 by 84 feet, with complete equipment, by the Army Medical Bureau ; of implements, utensils and manufactures of the wild American Indians, by the Interior Department ; of postal arrangements and facilities, by the Post Office Department ; and of the means used for recording and predicting climatic changes, by the world-renowned Weather Bureau.

The WOMEN'S PAVILLION is a very neat and tasty edifice, in the form of a Maltese cross, 208 feet by 208 feet. It is emphatically what its name implies—a Women's Pavillion—originated and paid for by the women of America, and devoted to the exclusive exhibition of the products of woman's art, skill and industry. The peculiar characteristics of this building, as well as its excellent arrangement, unquestionably make it one of the most interesting features of the Exhibition. The remaining public edifices, all of which are tasteful specimens of architecture, are the Judges' Pavillion, 152 by 113 feet, containing ten committee rooms, four private rooms for the use of the Exhibition Judges, and two large halls ; the office of the Centennial Board of Finance, and the office of the Centennial Commission.

The edifices erected in the grounds, and classified as private, are over 100 in number, and are dotted on all portions of the broad space, presenting a variety of design that adds materially to the general attractiveness of the scene. In this interesting collection the Kingdoms of Great Britain, Spain, Portugal and Sweden, the Republic of France, the Empires of Germany, Brazil and Japan, and the Dominion of Canada, are represented. The States of Pennsylvania, New Jersey, New York, Ohio, Indiana, Illinois, Michigan, Wisconsin, New Hampshire, Connecticut, California, Massachusetts, Arkansas, Delaware, West Virginia, Kansas and Colorado, each has its special building for the accommodation of its citizens. Suitable edifices are erected for the illustration and exhibition of photography ; for the Bible Society ; for the shoe and leather interest; for the wagon and carriage interest; for the milk-dairy association; for the brewery interest; and for the exhibition of various schools in America and in Sweden.

ART GALLERY.

Plans and models of the cities of Paris, Jerusalem and Mexico, on a grand scale, are shown. A Japanese dwelling, complete in all minutia—the material used in the construction of which, as well as the workmen who constructed it, all being brought from Japan—stands near one extremity of the enclosure, and a Vienna bakery and coffee house are in operation near another. Five restaurants are located at convenient intervals, all completely finished and furnished. These will probably prove as interesting as they will certainly be useful to visitors. The Restaurant "Les Trois Freres Provençeaux," and "Sudreau's Restaurant," are not only French but Parisian, their furniture and attendants having been brought from that capital of epicurean refinement, and in all essentials they are exact counterparts of the famed *Cafés* of the Boulevards. Lauber's "German Restaurant and Garden" reproduces at the Exhibition the genial profusion and social peculiarities of the Fatherland, the memory of which no wanderer from the regions of the Rhine and the Danube ever lets die. The two Restaurants, "The American" and "The South," represent both sections of the Union, and compare favorably, in all respects, with those modeled after the standards of the Old World, while no dish peculiar to the taste of "Uncle Sam" is lacking from their larders. These five establishments will comfortably accommodate fifty thousand guests each day; and so careful have the Centennial authorities been to guard against imposition upon the public, that an attempt at extortion by any one of them will, by the provisions of the concession granted, be cause for the immediate closing of the offending establishment. In addition to these, there are eight other large restaurants in the immediate vicinity, outside the Centennial enclosure, and minor places of refreshment are multiplied almost indefinitely. Scores of soda-water fountains, distributed through the grounds, give forth refreshing drafts, and a fountain of pure ice-water, maintained by the Temperance organizations, supplies nature's beverage to all, without stint or price. The magnificent fountain, erected by the Cotholic Total Abstinence Societies, stands near the west end of Machinery Hall, and close by is the Hebrew monument; while the statue of Dr. Witherspoon, the Reverend patriot of the Revolution, rises not far from the east end of the main Exhibition Building. Several other monumental statues are erected in other portions of the grounds. Every nook and corner of the vast enclosure is utilized or beautified, and wherever the visitor may turn he will see something to study or admire. Above each entrance of the various buildings is a numbered banner surmounted by

a small flag. The color of the flag corresponds with the border of the banner, and indicates the class of the building, viz: Blue—buildings erected by the Centennial Commission; red—United States and State buildings; white—foreign buildings; yellow—restaurants, places of entertainment, etc.; green—miscellaneous buildings.

No opportunity such as this Exhibition affords has ever been, or probably ever will be, presented to the American people for observing the peculiarities of dress and manners of the nationalities of the world. Each department is attended by individuals in the costume of the nation it represents; and thus the Egyptian, the Turk, the Japanese, the Chinese, the Moor, the Persian, the Spaniard, the Swiss, the Swede, the Russian, the South American, and the Pacific Islander, is seen as in his own land, pursuing his home avocations. The various races are blended on a common ground, exemplifying the distinctions of form and feature which separate the human family into its dissimilar groups. Soldiers in the uniforms of England, Spain, Germany, France, Italy, Belgium, and the United States, illustrate the tastes and traits of those powers. The domestic life of many lands is contrasted; and, in countless ways, the kaleidoscope of the world, as it exists in the nineteenth century, presents itself to the Centennial visitor.

The grounds on which the Exhibition is held are enclosed within a close board fence, nine feet high, and sixteen thousand feet, or near three miles, in circuit, within which is an area of two hundred and thirty-six acres. The walks and drives through these grounds have a total length of seven miles, while five and a half miles of narrow-gauge railway, operated by steam, surround and intersect them, affording rapid and cheap facilities of communication between the principal buildings and points of attraction. Two ornamental bridges are thrown across intervening ravines, and a crystal lake of more than three acres affords facilities for the exhibition of Venetian gondolas and other unique watercraft. All the details of lighting, draining, policing, etc., have been carefully provided; the supply of pure water is abundant; retiring rooms are located in all the principal buildings, while a "House of Public Comfort" contains separate parlors for ladies and gentlemen, barber shops, storage rooms, and other conveniences. The telegraph system includes a central office and numerous sub-offices, with wires leading to all parts of the country. Ticket offices are erected where all arrangements for railway travel in any direction can be made. A National Bank within the enclosure affords every facility for the transaction of financial business. A select police force of ample strength insures protection to person and property; and a special fire brigade guards the treasures collected from all danger of conflagration.

The whole area of Fairmount Park, of which the site of the Exhibition forms a part, immediately surrounds the Centennial grounds. This park embraces three thousand acres, and is renowned for its natural and artificial beauty. The Schuylkill river—on which steamboats regularly ply, and over whose placid and pellucid waters lighter craft compete for local or national prizes—flows for miles through it; the wild and wooded Wissahickon contributes to its attractiveness; the lovely cemetery of Laurel Hill shows its wealth of monuments and foliage on its borders, and a score of places memorable in Revolutionary history are scattered over its grassy knolls or nestle among its grand old trees. Several observatories, rising to a height of two hundred feet and upwards, stand in the near vicinity of the Exhibition, to the top of which visitors are elevated by steam power, and from thence have a view for many miles in all directions over the surrounding country. A few hundred yards distant from the Exhibition enclosure are the Gardens of the Philadelphia Zoological Society, in which is the largest and most varied collection of living curiosities ever congregated in America. These gardens are beautifully arranged, well shaded, and carefully kept, and comprise every requisite for a pleasant and interesting resort. They are open at all hours of the day, and at small cost, to the public.

All the States and Territories of the Union are participants in the Exhibition, and the Nations of the earth officially joining in the competitive and commemorative display are the following: Argentine Confederation, Australia, Belgium, Bolivia, Brazil, Canada, Chili, China, Denmark, Ecuador, Egypt, France, Germany, Great Britain, Guatemala, Hawaii, Hayti, Honduras, Italy, Japan, Liberia, Mexico, Netherlands, Nicaragua, Norway, Orange Free States, Persia, Peru, Portugal, Russia, Siam, Spain, Sweden, Tunis, Turkey, United States of Columbia, and Venezuela. Many of these participants have made liberal appropriations for the purposes of the Exhibition, and among the individuals designated to superintend and conduct their exhibits are some of the most renowned savans of the Old and New World. Months, and even years, of careful preparation have been given to the subject by the various participants. The interesting natural and artificial products of South America, collected for the World's Exhibition lately held in Chili, have been culled, and the choicest shipped to Philadelphia. The same has been done in Australia and the South Pacific Islands, where the latest wonders in human progress have been achieved. Indeed, it may be said that there is not a portion of the world where art and science have achieved triumphs—where curiosities and treasures are controlled by civilized man—but swells the infinite attractions concentrated in the Centennial Exhibition.

The price of admission to the exhibition has been fixed at fifty cents, and this fee must be paid every time the visitor enters the grounds: Once in, no additional charge is exacted for visiting any portion of the grand display—the one admission covering everything that the Centennial has to show. The Exhibition is open every

HORTICULTURAL HALL.

day except Sunday, from nine o'clock A. M., until six o'clock P. M. The number of entrance gates to the Exhibition grounds is thirteen, so located as to facilitate the ingress of visitors arriving from different sections and by various modes of conveyance. These entrances are each fitted with a self-registering turn stile, and their arrangement is such as to avoid all possibility of crowding or confusion.

From the 10th of May to the 30th of June inclusive, the number of admissions to the Exhibition was 1,695,140, of which 1,074,575 paid, giving receipts of $537,287.50, and 620,565 were free, consisting of officers and employes of the Exhibition, foreign and local commissioners, exhibitors and their assistants, and representatives of the press. These admissions exceed those of any previous world's fair, and indicate the degree of popularity the Centennial Exhibition is destined to reach. The verdict of all who have visited it, and among those visitors are many persons of distinction, familiar with similar displays since that inaugurated in London in 1851, is that the display at Philadelphia exceeds all its predecessors. Its arrangement is pronounced perfect; its buildings the grandest; its location the finest; and its exhibits the most comprehensive and interesting. As a school of mechanics, it is deemed by competent authorities superior to anything the world has ever seen, while its display of manufactures and manufacturing machinery, of products and processes, of paintings and sculptures, of articles of taste and culture, of curiosities, specimens, representations, and rarities are bewildering in their countless variety. The study of a century could not bring to the mental vision a tithe of what in this great Exhibition is passed in review during a visit of a single week.

Not only is the Exhibition itself such a marked success, surpassing the anticipations of its most hopeful advocates, but the auxiliaries attending it are equally remarkable. The ac-

AGRICULTURAL HALL.

commodations provided for visitors, in the way of transportation and entertainment, are concededly superior to those seen on any similar occasion. It has been demonstrated that there can be no overcrowding of the Exhibition itself, or of the approaches to it, and that the arrangements made for carrying people from all portions of the country to Philadelphia, and for entertaining them while there, are in excess of the largest estimates of attendance. In brief, the Exhibition may justly be termed the event of the century, epitomizing its wonderful progress, illustrating humanity's advancement, and exemplifying the perfection of science, art and industry.

HOW TO REACH THE CENTENNIAL EXHIBITION.

It is unnecessary to inform many Americans that the route by which the Centennial Exhibition can most readily and cheaply be reached, is the Pennsylvania Railroad. The management of that great corporation, centered in Philadelphia, has, from the origin of the Exhibition, been zealous in advocating it as an event important to our people, and has materially assisted in establishing it on a basis so comprehensive as to reflect credit on the entire nation. Such assistance was perhaps the more willingly rendered, because this management fully appreciated the position their system of highways would occupy toward the Exhibition, and were determined that no omission on their part should mar the perfect success of a commemorative event of unparalleled interest.

From the great extent and widely diverging character of their lines, penetrating, as they do, every section of the Union, and directly connecting all important centers of population with the Centennial City, it was certain from the first that the larger portion of travel to the Exhibition would have to reach its destination over the routes they controlled. To this may be added the fact that the location of the Exhibition rendered it impossible for any other railway to directly reach the Buildings and Grounds; and as soon, therefore, as the location of the principal edifices was fixed, a contiguous and accessible plot was designated by the authorities as the site for a Centennial Depot of the Pennsylvania Railroad Company, at which the requisite connections were at once made to facilitate the work of the Exhibition. Blended with these preliminaries was the fact, also, that this Company desired to illustrate the degree of excellence attained by the railway transportation system of America. Great as the nation's achievements in other respects are, it is yet certain that none has reached a higher standard of perfection than its railroads, and as these can only be illustrated by practical workings, the necessity of making the great Centennial route as perfect as possible, in all essentials and details, was plainly apparent. The Pennsylvania Railroad Company had a good basis for the commencement of its Centennial work. Its location, between Pittsburg and Philadelphia, was conceded to be upon the best route uniting the Atlantic Seaboard with the Mississippi Valley, while its immediate connecting lines, West, Northwest and Southwest of the "Smoky City," are well known to be as nearly direct as proper considerations for the travel and traffic of the many important centers of business and population they reach would permit.

An examination of any accurate map of the United States will show that these routes, above all others, follow the geographical channels of continental inter-communication, and unite in their courses most of the larger cities along the southern shores of the Great Lakes and on the waters of the Mississippi and Ohio rivers, with those located on the harbors of the Atlantic ocean. The main road between New York and Philadelphia, while passing through all the principal cities of New Jersey, does not deviate six miles from an air line drawn between its terminal points, and this slight deviation is necessary on account of the navigable waters penetrating the State it crosses. These routes not only excel in directness as well as in the number of important cities and towns they connect together, but they are confessedly superior in construction and equipment. Between Pittsburg and New York, a distance of 444 miles, the entire line is double track, laid with steel rails weighing 67 pounds to the yard, secured to heavy oak ties averaging 2,600 to the mile of single track, with joints connected between ties by a process that gives the effect of a continuous rail, on which there can be no unpleasant jarring. All bridges on the line are of iron or stone. A large portion of this distance is provided with a third track, which enables freight trains to keep entirely out of the way of passenger travel, and permits the express trains to run their allotted distances without interruption. This third track has been liberally increased within the last year to provide additional facilities for Centennial travel, and near Philadelphia, and other important terminal points, four tracks have for considerable distances been completed.

An important adjunct to the safe and expeditious running of trains, which is exclusively used on the Pennsylvania Railroad, is the Block Signal System, now in operation throughout its entire length. By this system the road is divided into sections between telegraph stations, these sections being technically known as "blocks." The telegraph stations are ornamental towers, two stories high—the second story, which is the operating room, being surrounded by windows, giving a clear outlook in all directions. The signals, so arranged that the engineer of an approaching train in either direction cannot fail to see them, are three in number; *red* being the

danger signal, *green* the caution signal, and *white* the safety signal. These signals are illuminated at night, and show the same colors as by day. A train, say, approaches the station from either direction, and the engineer sees the *white* signal displayed. This indicates that the track before him, to the next station, be it one mile or be it ten miles, is clear, and the train dashes on. Instantly the operator lets go the cord (for he is obliged to hold the red or danger signal out of view by hand) and the red disk is displayed again. The object of this rule is, that if the operator *should* fall asleep the red signal would drop into view by its own weight, and so stop the trains. Immediately on a train passing, the operator telegraphs the fact each way, and enters on a record sheet the train number and the exact time of its passing the station. The train having passed, the block it has left is clear, while that it has entered upon is closed. In a few minutes the click of the telegraph tells that it has passed the next station, and that block is also clear, and so on throughout the line.

A freight train approaches. The *white* signal is again displayed, and the train passes without stopping. Another freight train approaches. The *red* signal is displayed, and the train stops. In not less than five minutes after the first freight has passed, the red is withdrawn and a *green* disk appears in its place. This permits the waiting freight train to enter the block, but it must go with caution, so as not to run into the one in advance of it.

Thus train after train reaches and passes the signal station; sometimes brought to a full stop, sometimes sent in under a cautionary signal, sometimes allowed to proceed at full speed. The principle of the system is to let no train into the block in the rear of a passenger train, and to allow other trains to proceed, only with a sufficient time allowance, and under caution to keep a good lookout for signals from the train ahead of them.

This system of signals renders it next to impossible for accidents to occur, no matter how many trains may be moving in the same direction, or at how high a rate of speed they may be run. The complete double track, with ample third track for waiting freight or slow trains, avoids all danger of collision. As an additional safeguard, all passenger trains on the road are equipped with the Westinghouse Automatic Air Brake, by which the engineer himself can bring his train to a standstill within the distance of its own length. Track-tanks are also provided along the entire route, from which the locomotive engines of express trains take water as they go, thus being enabled to make runs of a hundred miles or more without pause or detention.

With a roadway thus constructed and arranged, the only desideratum left to be met by the management, to provide for the largest estimate of Centennial travel, was one of locomotive engines and passenger cars. These the facilities possessed by the Company in its own shops enabled it readily to supply, and two hundred elegant cars have been built, and put in use as needed, while engines of the highest class have been provided, ample to move all the trains that can, by any possibility, be required. So great are these construction facilities that both cars and engines can, in the briefest possible time, be multiplied almost indefinitely.

As much of the travel to the Centennial is necessarily from remote points, the Pennsylvania Railroad management have increased the number of through express trains, and run these on schedules that make the hours of departure and of arrival most convenient for the public. These trains, as far as possible, pass over the main road in daylight, thus affording passengers a view of the splendid scenery for which the route is so widely and justly celebrated. The hotel and refreshment facilities provided along the route are equal to the largest demands, while their excellence is, in all respects, up to the high standard established and long maintained by the Company.

With this much of introduction—no portion of which is exaggerated for effect, and no claim put forth that the past has not and the future will not substantiate,—the Centennial visitor is invited to patronize the Pennsylvania Railroad as the only direct route from the West, North and East to the Centennial Exhibition. Such visitors will find the rates offered by that route as low as by any other—the route itself the shortest—the time made by it the quickest—and the accommodations provided unequaled for comfort, luxury and safety. They will find careful agents on all trains who will arrange for the prompt and cheap delivery of baggage at hotels, boarding-houses or private residences, and who will, for the low price of fifty cents, sell a seat in a comfortable carriage to any point in Philadelphia. Above all, these visitors will be landed in the beautiful Centennial Depot of the Company, at the very doors of the Exhibition, in immediate proximity to large and excellent hotels and restaurants, from which they can, without detention or unnecessary expense, enter the enclosure containing the world's wonders, and from which they may, when their visit is over, depart promptly in through cars to their homes, no matter where those may be; or, should convenience demand, they will be deposited at the regular station in West Philadelphia, from which street cars and other modes of conveyance run to every section of the Centennial City. These details of information—the accuracy of which can be verified by thousands of travelers—will enable the reader to select the best and only direct route to the great International Exhibition; and, having selected the GREAT PENNSYLVANIA ROUTE, which has faithfully kept every promise, and transported hundreds of thousands of visitors promptly, safely, and comfortably, the scenic panorama to be enjoyed between the Ohio and the Delaware is presented.

THE PENNSYLVANIA RAILROAD.

PITTSBURG, the western terminus of the Pennsylvania Railroad, and the point of junction with the Fort Wayne & Chicago, the Cleveland & Pittsburg, and the Pittsburg, Cincinnati & St. Louis Railroads, was, in 1870, the sixteenth city in the United States, and uniting with it Allegheny City, which in fact forms part of the same community, was the eleventh in the number of inhabitants, the two containing an aggregate of 139,526 souls. It is built at the junction of the Allegheny and Monongahela rivers, which here unite and form the Ohio, and is particularly distinguished for its iron and glass manufactories, in these two industries outranking any other American center of industry. The capital invested in iron manufactories in 1870, was $26,962,686, and in the manufacture of glass, $4,000,000. It is also the center of an immense coal trade, aggregating over 5,000,000 tons a year. The vast manufactories centered here belch forth ceaseless clouds of smoke, and give it the popular title of the "Smoky City." At night, from the hills surrounding it, the view of these ceaseless fires, bursting luridly through the dense pall which overhangs the entire region, gives it a grand and peculiar appearance, unlike any other place in America.

Pittsburg was partly laid out as early as 1764, but was not regularly surveyed and divided into lots until 1784, when the heirs of Penn, who owned a manor of 5,766 acres here, had the lots placed on sale. From that period its growth was rapid, and it soon became an important town. The site it occupies is one of extraordinary historical interest, being the scene of some of the earliest struggles between the English and French for supremacy in the Northwest—the theatre of Washington's first diplomatic and military exploits—the site of Fort Du Quesne, erected by the French, and of Fort Pitt, subsequently built by the British—the center of operations of the whisky insurrectionists, and the locality of many other events which crowd the records of the past.

It was incorporated as a borough in 1804. In 1805 stages commenced running regularly between this place and Chambersburg, Pa., and in the following year the turnpike road over the mountains was begun. A city charter was granted it in 1816. In 1811 a new era opened by the building here of the first steamboat on the Western waters. On the 10th of December, 1852, the Pennsylvania Railroad was completed to Pittsburg.

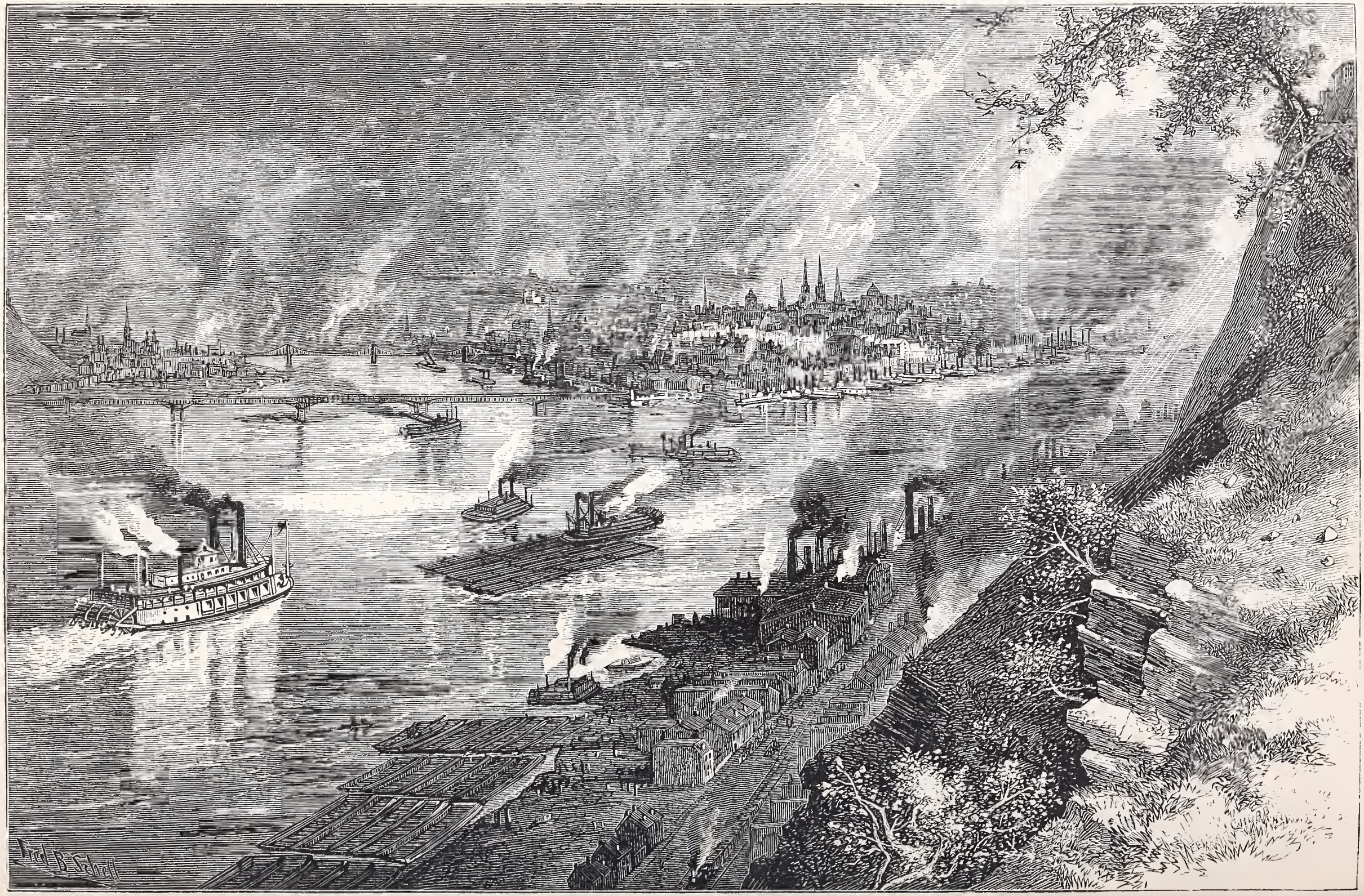
The country surrounding the city is picturesque, characterized by rugged heights and deep valleys. These natural beauties have been enhanced by public and private improvements, and if they are marred by the smoke which rises from numerous manufacturing industries, their attractiveness is by no means obliterated or destroyed. No more healthful city can be found in America, and in some of the essentials of comfort it has few rivals. Population of Pittsburg, 86,076; of Allegheny City, 53,180.*

WILKINSBURG, seven miles, is immediately outside the corporate limits of the city of Pittsburg, in the midst of a rich agricultural region, where market-gardening is an extensive industry. The settlement contains a population of about 1,100. Twenty-eight local accommodation trains run between this station and Pittsburg daily.

BRADDOCK'S, ten miles, is so named from its location on the spot where General Braddock was defeated by the combined French and Indians, on the 9th day of July, 1755. No event in colonial history was more disastrous in its consequences, both to those engaged in it and to the settlers on the frontiers of Pennsylvania and Virginia, and none has been the subject of more historical comment, than this defeat. An expedition was fitted out, under command of Major-General Edward Braddock, to move against Fort Du Quesne. It consisted of two regiments of British regulars—the Forty-fourth and Forty-eighth—and about 1,000 provincial troops, principally Virginians, who rendezvoused at Fort Cumberland, where Cumberland, Maryland, now stands, and marched from there on the 8th of June.

On the day of the battle the advance brigade of Braddock's army crossed the Monongahela river at the point directly opposite the railroad station. At that time the river was shallow and easily fordable, the present volume of water being caused by a dam of the Monongahela Navigation. No sooner had this brigade ascended the low range of hills along which the railroad is constructed, than they were attacked by an unseen foe. They became panic-stricken, and fell back in the wildest disorder upon those who were hastening to their assistance. All soon became a scene of inextricable confusion. Braddock and his officers did everything in their

* The statistics of population given in this pamphlet are from the census of 1870.



PITTSBURG — VIEW FROM COAL HILL.

power to rally the terror-stricken soldiers, but all in vain. One after another these brave leaders fell, until forty of them were either killed or wounded. Braddock himself—who would not order a retreat or permit his men to seek cover—received a shot through his right arm, the ball entering his lungs, and was carried from the field. He had behaved with the greatest bravery, having five horses killed under him. All the superior officers being then dead or disabled, Washington, who was acting as aid-de-camp, rallied the remnant of the army and retired with them to the position occupied by Colonel Dunbar, who commanded the reserve brigade, and was some distance in the rear. A British officer, who was wounded in the engagement, writing to his friends at home, says:—"Mr. Washington had two horses shot under him, and his clothes shot through in several places, behaving the whole time with the greatest courage and resolution." Colonel Dunbar, deeming it impossible to continue the expedition in its then demoralized condition, burned his superfluous provisions, stores, and ammunition, buried some of his heavy cannon, and returned to Fort Cumberland. Braddock was carried by his retreating soldiers for four days, when he died from his wounds, and was buried in the center of the road his advancing army had cut. To prevent the discovery of his grave, and to save the body from dishonor at the hands of the savages, soldiers, horses and wagons passed over it.

During the "Whisky Insurrection" the malcontents, to the number of 7,000, assembled where this station now stands, under arms, and marched to Pittsburg. The demonstration was made to show their strength and overawe the authorities. No act of violence was perpetrated, and the force quietly dispersed.

Near this station the Bessemer Steel Company have erected a very extensive establishment, named in honor of the late president of the Pennsylvania Railroad, the "Edgar Thomson Steel Works."

Wall's, fourteen miles, is the limit for the local accommodation trains from Pittsburg, eighteen of these passing daily between the two points.

Irwin, twenty-one miles, is the center of immense coal operations. Three companies—the Penn Gas, the Westmoreland, and the Shafton—whose works are within a radius of ten miles, employ not less than 1,000 men, and ship annually more than a million tons of coal. Population, 833.

Penn, twenty-five miles. The business of this station is principally mining and shipping coal. Here the first works are reached, from the East, which, since the completion of the railroad, have mainly supplied the eastern towns and cities with the material for the manufacture of illuminating gas. All the country surrounding this station is underlaid with the finest quality of bituminous coal, and the deposit extends west and south to the valleys of the Monongahela and Allegheny rivers. Mining is done by shafting, the coal being lifted to the surface by steam-power, and immediately loaded into cars for shipment. Population, 820.

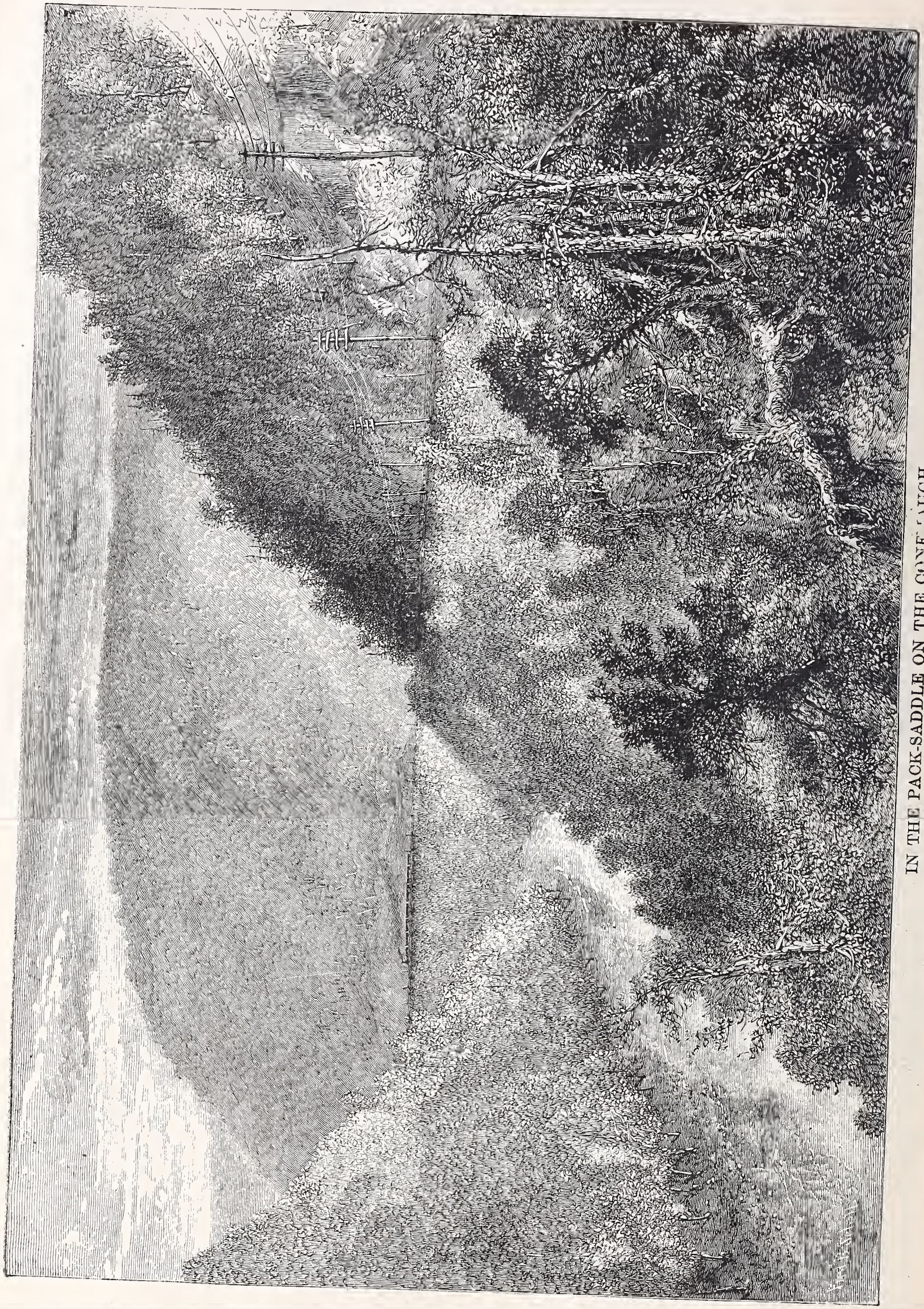
Greensburg, thirty-one miles, named after General Greene, of the Revolutionary army, is the county seat of Westmoreland county, and is built upon a hill, in the center of a rich and beautiful limestone country. The court-house and other prominent buildings occupy the summit of this hill, along which the main street is carried. It was laid out soon after the burning of Hanna's town, by the Indians, in 1782, and incorporated in 1789. Its population has long been noted for intelligence and refinement, and some of its citizens have deservedly ranked among the most prominent men of the Commonwealth. The town contains a population of 1,642.

Westmoreland county is noted in history for the fact that on the 16th of May, 1775, its citizens assembled in public meeting, and passed resolutions denouncing the British ministry as wicked, the parliament as corrupt, and pronouncing the acts against the colony of Massachusetts Bay as "a system of tyranny and oppression," declaring that they "were ready to oppose them with their lives and fortunes." This was the earliest public protest against the course of the mother country. (Junction of South West Pennsylvania Railroad, running to Connellsville, distance twenty-four miles, where connection is made with the Pittsburg, Baltimore and Washington Railroad.)

Latrobe, forty miles, is built upon Loyalhanna creek, a tributary of the Kiskiminetas river, in the midst of a fertile and highly cultivated valley. Recently the large deposits of coal in the surrounding country have commanded much attention, and several coal and coke companies are now in operation—some of them on an extensive scale. Population, 1,127.

Hillside, forty-nine miles, is a rural station, surrounded by a rich agricultural region, underlaid with coal. Near this station, in Chestnut ridge, is the "Great Bear Cave," a natural curiosity which attracts many visitors.

Blairsville Intersection, fifty-three miles. At this point the Pennsylvania Railroad enters the Allegheny mountains, through which it winds its way, by rivers and ravines, for a distance of one hundred and ninety miles, emerging at Rockville, where the great bridge carries it across the Susquehanna river. Immediately after leaving this station, the road enters the celebrated "Pack-saddle" Narrows of the Conemaugh. The scenery here is unsurpassed. Winding through the mountain ranges, with the sparkling river below and the wooded heights above, the gaze takes in picture after picture of nature's beauty. In the autumn, when the leaves have taken on the bright tints which, like the song of the swan, presage their death, the whole landscape is a panorama of gorgeous loveliness. Population about 200. (Junction of Western Pennsylvania Railroad, running to Allegheny City. This road is virtually a stem of the Pennsylvania Railroad, and furnishes a third track, with its attendant facilities, from its terminus at Pittsburg, along the Allegheny and Cone-



IN THE PACK-SADDLE ON THE COVE PATH.

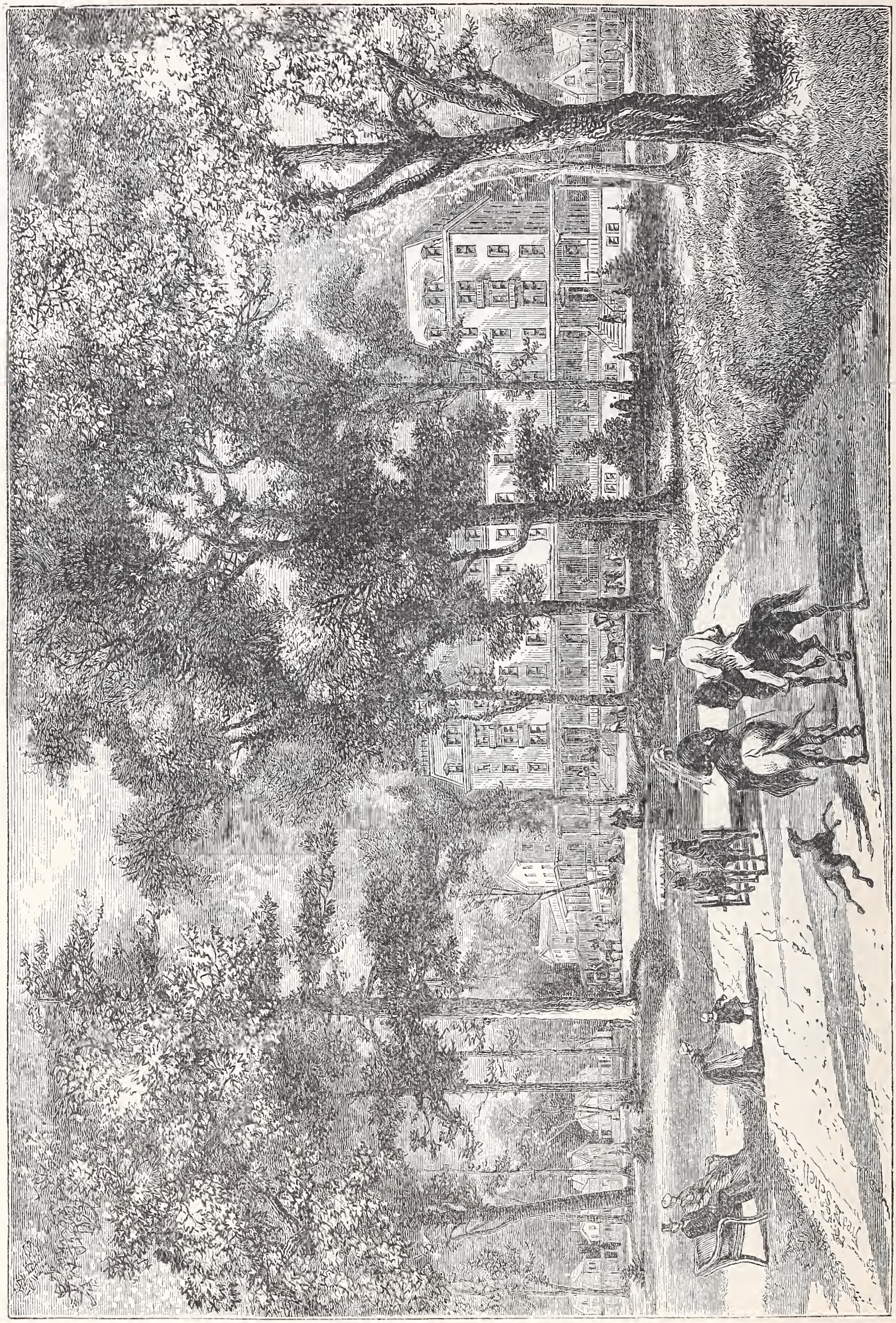
CONEMAUGH VIADUCT, NEAR CONEMAUGH STATION.

maugh rivers. A branch from Blairsville runs to Indiana, the county seat of Indiana county, distance nineteen miles.)

Bolivar, fifty-eight miles. The business of this station is the manufacture of fire-brick. Twenty thousand tons of clay are worked up here annually, and some two thousand tons shipped. Population, 208.

Lockport, sixty miles. At this point the western division of the Pennsylvania canal crossed the Conemaugh on a beautiful cut-stone aqueduct, plainly seen from the railroad, standing as a monument to the enterprise of the past—the canal itself being abandoned. Population about 150.

Johnstown, seventy-eight miles, is an important and improving borough, occupying a beautiful situation at the junction of Stony creek and the Conemaugh river. It is completely surrounded by mountains and hills, which, from the manner in which they are broken and carved by streams flowing through them, present scenes of striking picturesqueness. It was settled about 1791, by a German named Joseph Johns, from whom the place derives its name, and occupies the site of an Indian town, called Kickenapawling, which, when the white men settled here, was the head of the primitive navigation on the Conemaugh. All the trade to the West was transported from this place on arks or flat-boats, which floated down the Conemaugh and into the Allegheny river. On the eastern side of the mountain the Juniata furnished the highway, and these two streams were united by a portage over the Alleheny—at first consisting of the Kittanning trail, then of the old Frankstown road, then of a turnpike, and at last of a railroad. The labor, the energy, the skill, and



CRESSON.

the capital expended in facilitating transportation between the Juniata and the Conemaugh, since the advent of white settlers, are beyond estimate.

The country around Johnstown is rich in minerals — coal, iron ore, fire-clay, and cement being found in abundance. The development of these resources has caused the rapid growth of the town, and the erection here of the largest iron works in America. These are the property of the Cambria Iron Company, engaged principally in the manufacture of steel and iron rails. Population, 6,028.

Conemaugh, eighty miles. This station may properly be considered as the base of the western slope of the Allegheny mountain proper. It is here that all trains are inspected before they commence the passage of the barrier from the west, and after they have overcome it from the east they undergo a similar examination. Large repair shops of the company are located here. Population, 2,336; Franklin, an adjoining borough, 426; East Conemaugh, 381.

Cresson, 102 miles, is a popular summer resort, presenting accommodations and attractions of a superior order. The buildings are extensive, well constructed, and provided with every accessory of comfort, and the grounds are spacious and beautifully shaded. Owing to the altitude of the place — some two thousand feet above the ocean level — cooling breezes are felt in the warmest days of midsummer. Springs of medicinal waters burst from the mountain in the immediate vicinity, and pleasant drives lead away through the almost unbroken forests of hemlock, beech, and maple, with their dense undergrowth of rhododendron. (Junction of Ebensburg and Cresson Railroad, running to Ebensburg, county seat of Cambria county, distance eleven miles.)

Gallitzin, 104 miles, is immediately at the entrance to the great tunnel, which is three thousand six hundred and twelve feet in length, and securely arched throughout. The highest point attained by the Pennsylvania Railroad is at its western end, where the elevation above tide-water is twenty-one hundred and sixty-one feet. Gallitzin is named after Prince Gallitzin, who was born in Munster, Germany; his father, Prince Gallitzin, ranking among the highest nobility of Russia, and his mother being the daughter of Field-Marshal de Schmeltan, an officer under Frederick the Great, of Prussia. He came to America, landing in Baltimore in 1782. His mind, soon after, was impressed with the obligations of religion, and he renounced forever his brilliant prospects, pursued a course of ecclesiastical studies under Bishop Carroll, and entered the Catholic priesthood. In the year 1789 he directed his course to the Allegheny mountains, and took up his residence in the settlement of Loretto, about ten miles from this station. Here, after incredible labor and hardship, he founded a prosperous colony, established schools, churches, and religious houses, and created an influential center for the religion he so much loved. His princely fortune was expended on his colony, and he labored with a zeal and industry that knew neither abatement nor rest. He wrote several religious works, and his "Defense of Catholic Principles" gained celebrity in Europe and America. After a pastoral career of forty-two years he died at his post on the 6th of May, 1840, and he sleeps the sleep of the righteous in the midst of the religious colony he founded. Population about 1,000.

Kittanning Point, 111 miles, is in the very heart of the Allegheny range, where the giant barrier begins to break into the numerous spurs which lead away in long lines toward the East. After leaving the magnificent summit at Allegrippus, the train descends rapidly and smoothly. Approaching Kittanning Point the road is carried around a curve which is a wonder of engineering skill. The deep ravines it here reaches had to be crossed, and engineering science proved equal to the task. By a grand horseshoe-shaped curve, the sides of which are parallel with each other — giving trains traveling the same way the appearance of moving in entirely different directions — the road crosses two ravines on high embankments, cuts away a point of the mountain and sweeps on its descending course. The little dancing rivulet seen in the valley as the train rolls across it, is the stream from which Altoona derives its supply of water. To the east, range after range of mountains rise into view, until at last they fade away in the azure of the horizon. No limit but the power of vision bounds the prospect. Isolated farms and fields look as if they had wandered away from civilization and been lost in the wilderness. Kittanning Point is so named from the great Indian path or trail, between Kittanning on the Allegheny river, and the valley of the Delaware, which crossed the mountain through this gorge.

Altoona, 116 miles, a city in Blair county, and the location of the principal workshops of the Pennsylvania Railroad Company, is the creation of that enterprise — owing not only its existence but its remarkable growth and prosperity to the business the road has here concentrated. When the railroad company commenced its improvements here, the old Portage Road, with its inclined planes, was used to unite the eastern and western divisions, and the cars ran to the "Mountain House," near Hollidaysburg, where connection was made with the state road over the mountain. This means of crossing was used until 1854, when the great tunnel was finished, and trains then continued on from Altoona without interruption.

On the 6th of February, 1854, Altoona was incorporated as a borough, and about the same time the "Logan House," one of the finest hotels in the United States, was opened by the railroad company to accommodate the immense travel over its line. This house has become the model for many similar institutions in all parts of the country, and is famous for the excellence of its table and the courtesy which marks its service.

The Pennsylvania Railroad Company has, from the first, displayed a commendable spirit of

SCENE AT ALLEGRIPPUS.

liberality toward this city of its creation. Its management has been unremitting in endeavors to make the workmen comfortable and contented, knowing that the best skilled labor can only in this way be secured and held. It maintains a school for children, which is kept open at all times. It purchased the first steam fire-engine for the town. It took the initiative in introducing a supply of water, and it largely contributed to the establishment of the mechanics' library and reading-room—some of its officers making liberal donations of books, and the company furnishing, free of charge, a handsomely-appointed room for the use of the association.

Immediately in front of the Logan House is an open station, built entirely of iron elaborately ornamented, and paved with slate flagging, under which all passenger trains over the road stop. From the veranda of the hotel a view is had of the entire station, and probably at no other place in America can such an immense amount of railroad travel and traffic be seen. At almost every hour of the day and night, trains are arriving and departing, carrying passengers from all parts of the country, and thousands of tons of freight go rushing by to the marts of trade and commerce.

One hundred and twenty-two acres of ground are occupied for business purposes in the city of Altoona, by the Pennsylvania Railroad Company. On this are erected, in addition to the "Logan House," the passenger station, freight warehouse, offices of the general superintendent, the superintendent of motive power, the superintendent of transportation, with their appurtenances, and the following buildings:—Three engine-houses, iron and brass foundry, machine-shops, boiler-shop, paint-shop, blacksmith-shop, coaling-platform, freight-car works, passenger-car shop, planing-mill, tin and cabinet shop, upholstery-shop, storehouses, fire-engine house, lumber-drier, and other structures, having an aggregate frontage of fully two miles. These buildings are of brick, substantially constructed on the most approved plans, and the tools and machinery used in them are the best that can be procured. As a consequence, the work produced is of the highest standard, is turned out at the minimum of cost, and with the greatest rapidity. Population, 10,610. (Junction of Hollidaysburg, Morrison's Cove, Newry, Williamsburg, and Springfield Branch Railroads.)

Bell's Mills, 123 miles. The Bell's Gap (narrow-gauge) Railroad intersects at this station. This road runs to an extensive coal-field in the Allegheny mountains, and is carried through some rugged scenery by engineering skill of the most daring kind, at a grade of 170 feet to the mile.

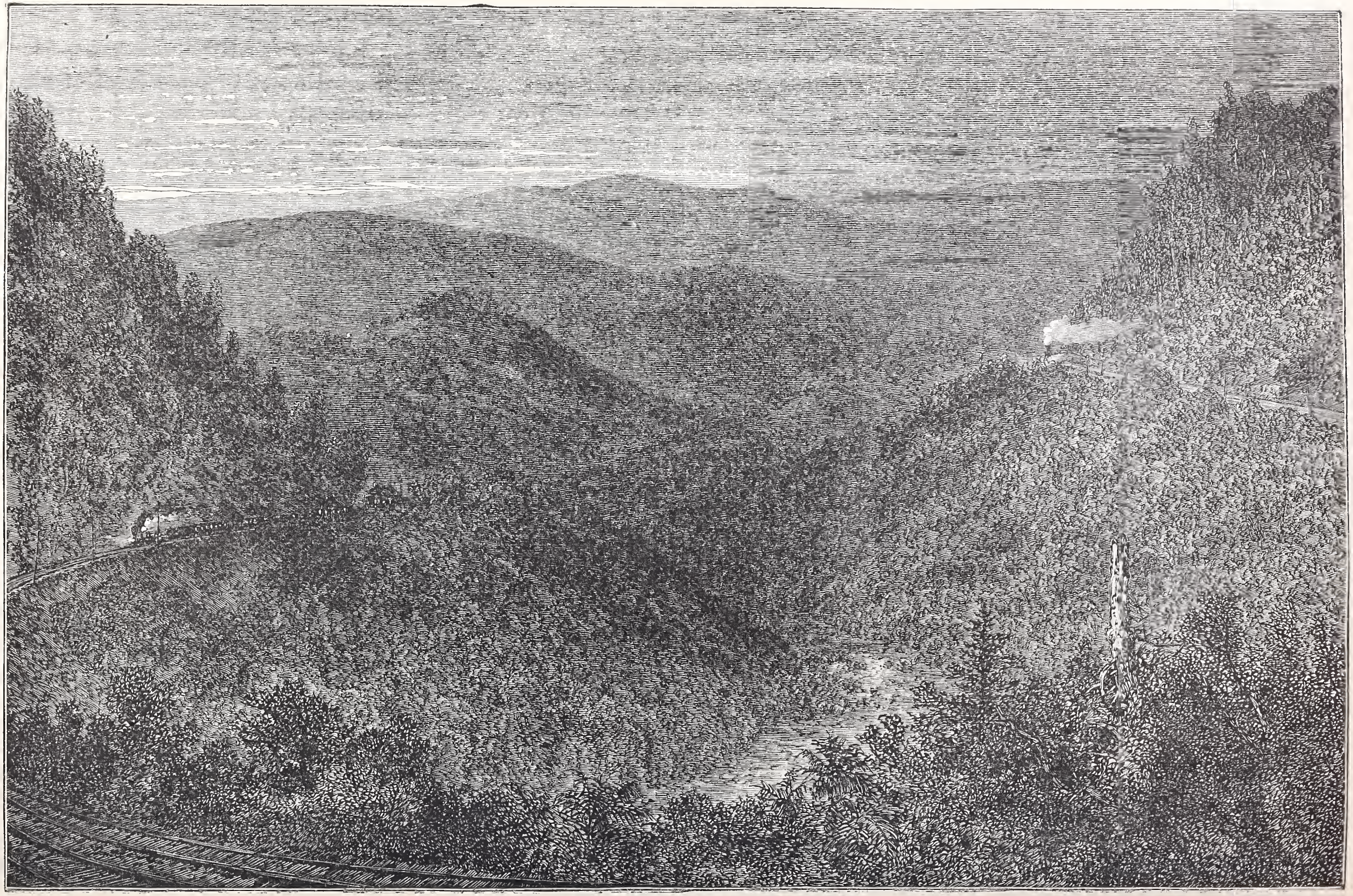
Tyrone, 131 miles, is, like Altoona, a creation of the Pennsylvania Railroad, and commenced its career as a town in 1849. Previous to and during the Revolutionary war, Captain Logan, (not the Mingo chief,) a noted Indian, had his cabin at a large spring now within the limits of Tyrone. He had been a chief of a band of warriors—probably Delawares—on the Susquehanna, and in an engagement with a hostile tribe had an eye shot out by an arrow. This disfigurement was considered by the Indians a disgrace, and he was deposed from his chieftainship. He then came with his family to the Juniata valley. His friendship for the whites was sincere, and he rendered them many and important services. After the Revolution he was deprived of the lands on which Tyrone is built, by some white men who purchased them in due form—a proceeding the Indian, in his ignorance, had omitted. He removed to the Indian town of Chinklacamoose, (where Clearfield now stands,) and died there, one of the very last representatives of his race in Pennsylvania.

Some three miles east of Tyrone is a valley which, for beauty of scenery, historic interest, and natural curiosities, deserves to take rank among the most interesting places in the United States. This is Sinking Valley, formed by a rugged chain of mountains on the east, called Canoe ridge, and by Bald Eagle mountain on the west. It is extensive and fertile, containing many well improved farms, mills, iron works, and an intelligent population.

This valley was settled as early as 1760, but some years previous to that time the existence of lead in it was known to the French, who then held the western portion of Pennsylvania. The settlers were acquainted with these galena deposits in 1763; and the proprietary family—with that prudence which induced them to preserve as private property many portions of the province promising to be most valuable—reserved this valley as a manor. During a portion of the Revolutionary war these mines were worked, by authority of the Continental Congress, to supply the army with lead.

The great natural curiosity of the valley is Sinking creek, from which it takes its name. This creek emerges from what is known as the Arch Spring, and then passes out of view, again and again, as it flows onward. Some of the pits through which the creek is visible are several hundreds of feet in depth. Many of these openings are seen along the sunken stream, which at length appears upon the surface for a short distance. It then enters a large cave, through which it flows in a channel about twenty feet wide for a distance of more than three hundred yards, when the cave widens, the creek turns and is plunged into a cavern where the waters are whirled and churned with terrific force. Sticks and large pieces of timber are immediately carried out of sight, but where they go has never been ascertained, no outlet for the waters having been discovered. A stream flowing through the town of Tyrone has characteristics somewhat similar to this Sinking creek—disappearing and again reappearing as it flows onward.

A few miles from the Arch Spring is a narrow pass, in Tussey's mountain, which, for the distance of a mile, is cut, like a western canon, through huge rocks rising almost perpendicularly on both sides of it to a considerable height. The



HORSE SHOE CURVE, KITTANNING POINT

ALTOONA.

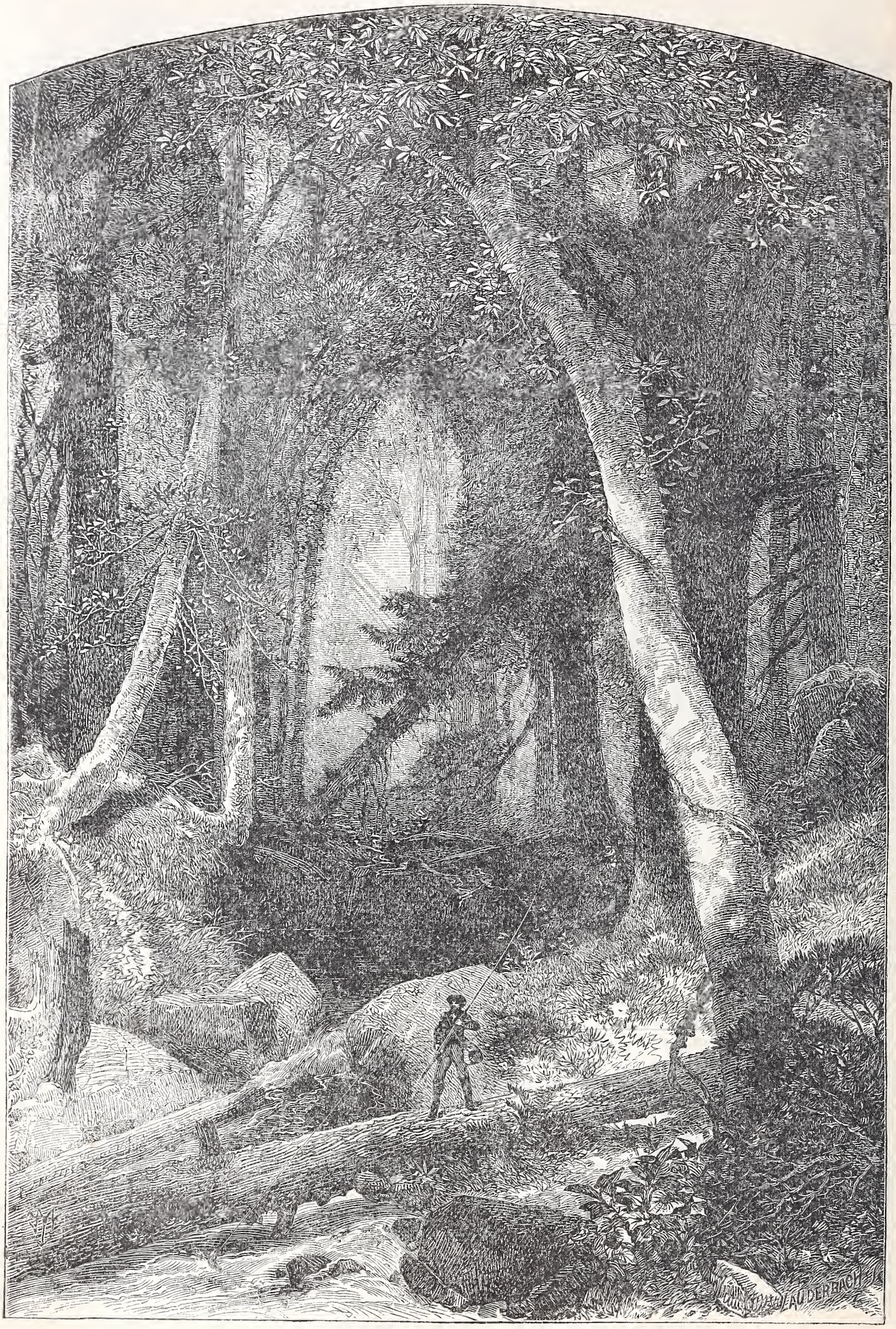
early settlers named the pass Water Street, and by this title it is often mentioned in the records of colonial times.

Tyrone has a population of 1,840, and is the point of junction of the Tyrone and Clearfield Railroad, running through the bituminous coal-fields and lumber regions of Clearfield and Centre counties to Curwensville, distance forty-seven miles; of the Bald Eagle Valley Railroad, running to the city of Lock Haven, distance fifty-five miles, where connection is made with the Philadelphia and Erie Railroad; and of the Lewisburg, Centre and Spruce Creek Railroad—now in course of construction—running to Lewisburg, also on the Philadelphia and Erie Railroad.

Spruce Creek, 138 miles. A short tunnel is here cut through a mountain spur—the approaches to which, particularly from the east, are very picturesque.

Petersburg, 144 miles. Here the railroad joins the canal owned by the same Company, and the two improvements follow the Juniata river to its mouth.

Huntingdon, 151 miles, was laid out as a town in 1777, and named in honor of the Countess of Huntingdon. It occupies a spot well known to pre-Revolutionary settlers and Indian traders, and which had been an important point to the savages from time immemorial. It was known then, and for years afterward, as "Standing Stone," from the fact that a stone column, described as being fourteen feet high and six inches square, stood on the flat, below the present town, where Stone creek enters the Juniata river. This flat was an Indian cornfield at the time the first white men visited it. How long the stone had stood there, or who first erected it, Indian tradition failed to tell. It was covered with rude hieroglyphics, and was



FOREST SCENE IN THE ALLEGHENIES.

probably a record of the tribe who lived near and seemed to consider it sacred. It is asserted by some authorities that the name "Oneida," one of the great Six Nations, signifies in their language "standing stone," and if this is correct it is possible that the column at Huntingdon contained, in its rude carvings, more of aboriginal history than the most careful research has yet been able to discover. All traces of this stone are now gone, and it is believed that the Indians carried it off with them when they left the valley for the West, at the instigation of the French, about 1755. This locality, and others in the vicinity, were marked by stirring and startling events during the Revolutionary war. Many of the beautiful scenes which the traveler now gazes upon with delight, have been crimsoned with the blood of murdered men, women, and children; and many humble and happy homes were reduced to the ashes of desolation. Population, 3,034. (Junction of Huntingdon and Broad Top Railroad, running south to Mount Dallas, distance forty-five miles, where it unites with the Bedford and Bridgeport Railroad to Bedford Springs, eight miles further, and to Cumberland, Maryland, forty-five miles.)

Mount Union, 162 miles, is at the eastern entrance to Jack's Narrows, made by the Juniata river forcing its way through Jack's mountain. This gorge is wild and rugged in its appearance, the sides being almost destitute of vegetation, exposing immense masses of gray and sombre rock. The mountain receives its name from a weird, mysterious hunter and Indian-slayer, who made his home in the valley previous to the Revolutionary war. The narrows were called, in early colonial records, "Jack Anderson's Narrows," from the fact that in them an Indian trader, named John Anderson, and his two servants, were murdered by the savages. Population, 535. (Junction of East Broad Top Railroad, running into the semi-bituminous coal fields.)

Newton Hamilton, 165 miles. The river, west of this station, makes a horse-shoe bend, across which the railroad is cut, crossing the stream, where it first strikes it, on a bridge seventy feet above the water. Population, 350.

McVeytown, 175 miles. This village is a short distance from the railroad, and is noted for the value of the iron ore deposits surrounding it. Population, 685.

Lewistown, 188 miles, seat of justice of Mifflin county, occupies a beautiful position on the left bank of the Juniata. The town is the most populous on the river, and commands a large trade. It was laid out in 1790, and incorporated in 1795. Population, 2,737.

Immediately east of the town, between it and Mifflin, the railroad passes through the Lewistown Narrows, formed by the Black Log mountain on the south, and the Shade mountain on the north. These were formerly known as the Long Narrows, and previous to the construction of the railroad there was but one house in them for a distance of ten miles. The mountains rise abruptly from the river to the height, in many places, of more than a thousand feet, and their sides are generally covered with a dense forest growth, giving an appearance of deep gloom to the gorge. Here and there the chain is partly broken, or its sides indented by ravines, and the rocks stand out in naked grandeur; but as a rule, the walls of nature are intact, and the foliage covers all. The water flows peacefully through the channel it has carved, reflecting on its bosom the shadows of the giants it conquered in forming a passage.

The best known Indian who ever lived within the limits of Pennsylvania, had his home, at the time the whites entered the region, in the Kishicoquillas valley, not many miles above Lewistown, at what is still known as Logan's Spring. This was Logan, the Mingo chief, whose name is perpetuated in many localities, and whose renown figures in history and romance. He was the son of Shikellimy, a Cayuga chief, who dwelt at Fort Augusta, where Sunbury, Pa., now stands, about 1742, and was there converted to Christianity by the Moravian missionaries. His son was baptized by these missionaries, and named by his father after James Logan, secretary of the province of Pennsylvania. Mingo was the name given by the Delaware Indians to the Iroquois, or Six Nations, and the Cayugas being one of them, the title of Mingo was conferred upon Logan. When in the prime of manhood, he, with his family, migrated to the West, where he led a venturesome and conspicuous career, taking, for motives of revenge, an active part in hostilities against the whites on the Ohio, and was eventually killed, by a Shawnee Indian, in a drunken quarrel.

Thus ended the life of a man who, savage though he was, possessed some of the noblest traits of humanity, and who, unquestionably, was endowed with natural abilities of a high order. While his adventures and achievements are surpassed by many Indian heroes, yet a singular attraction has always clung to his history and his name, and the latter is perpetuated by the white men in counties, villages, townships, streams, and many other connections. The traveler over the Pennsylvania Railroad, as he enters the excellent hotel of the company at Altoona, will see—conspicuously painted upon the wall of the great dining room—a picture representing, in all the gorgeousness of savage dress, Logan, the Mingo chief. (Junction of Sunbury and Lewistown Railroad, running to Selinsgrove, on the Northern Central Railway; and of the Mifflin and Centre County Railroad, to Milroy, in Mifflin county.)

Mifflin, 199 miles. Seat of justice of Juniata county. Population, 1,516.

Perryville, 202 miles. Population, 559.

Millerstown, 215 miles. Population, 533.

Newport, 221 miles. Population, 945.

Aqueduct, 231 miles. Here the canal crosses the Juniata river on an aqueduct constructed of wood. Until the completion of the Northern Central Railway, in 1858, passengers for points up the Susquehanna river took packet-boats on the canal at this station. The Pennsylvania

LEWISTOWN NARROWS.

Railroad here leaves the "Blue Juniata," which it has followed in its course through mountains and valleys from its sources amid the great Alleghenies, and strikes the broad Susquehanna.

Massiveness, softness of outline, and variety, are the distinguishing peculiarities of the Juniata scenery. The miniature river, in its course of a hundred miles through the numerous outlying mountains, has apparently overcome the obstacles in its way by strategy as well as by power. At many places it has dashed boldly against the wall before it and torn it asunder; at others it winds tortuously around the obstruction—creeping stealthily through secret valleys and secluded glens. At some points the mountains appear to have retired from the attacking current, leaving numerous isolated hills standing, as sentinels, to watch its progress. But the severed mountains, the towering embankments, and the sentinel-like hills, are all toned into form and moulded into shape by the action of the elements and the foliage of nature, leaving no abrupt precipices and but few naked rocks to mar the uniform beauty. The valleys and many of the hills are brought under cultivation, and some of the latter rise in the distance, presenting alternate squares of yellow, green, and brown, showing the progress of agricultural industry, while their summits are crowned with clumps of forest trees, indicating the luxuriance of the growth before the march of civilization invaded it. Every hour of the day—every change of the season—gives new tints to these mountains and valleys. The morning mist often shrouds them beneath its veil; and as this is penetrated and dispersed by the sun, cloud-like forms sail away toward the sky, pausing at times amid the higher summits as if to rest before taking their final flight to join their sisters in the illimitable firmament. The tints of evening spread over them golden and purple halos, while deep and dark shadows sink into the water and creep up the wooded embankments. Spring clothes the entire landscape in a tender green. Summer deepens this into a darker tint, and intersperses it with the yellow of the ripening harvest. Autumn scatters its gems over all, lighting up the forests with the many bright hues of changing foliage; and winter brings its pure mantle of white, over which tower the ever-verdant pines, or repose dark beds of rhododendrons.

At some places the road passes through broad, cultivated valleys, and at others it is built along ravines so narrow that its bed is carved out of the overhanging rocks. Now a mountain spur bars its way, and a tunnel is pierced through the obstacle; and again the river is so tortuous that engineering skill disdained to follow it, and numerous bridges carry the roadway from bank to bank. Almost every mile of its course opens up new scenes, which present themselves to the traveler like the ever-changing pictures of a kaleidoscope.

DUNCANNON, 234 miles. Population, 960. One mile above Duncannon is the mouth of the Juniata, and the location of Duncan's Island, a place noted in the early history of Pennsylvania. According to the account of David Brainerd—a missionary who traveled much among the Indians of Pennsylvania about 1745—this island contained a large Indian town, and was a favorite point of concentration of the tribes in the Susquehanna and Juniata valleys. At a later period it became the scene of various outrages on the part of the Indians, and of daring adventures by the white settlers. In 1756 the settlers abandoned it, and in 1760 a bloody fight took place upon it between the whites and Indians. On one occasion the wife of the owner of the island, with a child before her, swam the Susquehanna river on a horse to escape from the savages. When it is remembered that the river here is fully a mile wide, and that it was then swollen by the spring freshet, the perilousness of the feat can be realized. A large Indian mound was built upon the island, and also an extensive burial-place, but the construction of the canal destroyed both. In excavating this, many relics were found, such as beads, stone hatchets, arrow-heads and the like. The Pennsylvania canal here crosses the Susquehanna river—a dam being constructed for that purpose, and a bridge with a double towing-path. The beauty of the Susquehanna river, as seen from the Pennsylvania Railroad here, cannot fail to attract admiration.

MARYSVILLE, 240 miles, is the point where the Pennsylvania Railroad crosses the Northern Central Railway, the latter forming the direct route to Baltimore and Washington. Population, 863.

ROCKVILLE, 243 miles. At this point the railroad emerges from the Blue Ridge, or Kittatinny mountain, the last of the great Allegheny range, after crossing the Susquehanna river on a bridge 3,670 feet in length. From this bridge, looking both up and down the river, the views are magnificent. To the north are seen the gigantic mountains, sundered by the water in its passage, leaving numerous rocks in its channel to break it into rapids and fret it into foam; while the great bridge of the Northern Central Railway stands out in bold relief, uniting the villages of Dauphin and Marysville. To the south the broad river sweeps away, studded with islands and bordered by fertile farms, until the spires and domes of Harrisburg are seen, and the blue hills of Cumberland and York close the prospect. Rockville contains a population of 259.

HARRISBURG, 248 miles, the capital of Pennsylvania, is beautifully located on the Susquehanna. North of it the Lebanon valley extends through the county of that name and into Berks, embracing an immense area of highly-cultivated, rich territory, abounding in iron ore and dotted with manufactories; while to the south runs the Cumberland valley, forming the counties of Cumberland and most of Franklin, and second to no region in America, of the same extent, in picturesqueness, fertility, and mineral wealth. The scenery in all directions is fine, but particularly lovely is that of the Susquehanna river.

The first settlement made at the site of Harris-

burg was about 1725, by John Harris, a native of Yorkshire, England, who came here from the Eastern part of Pennsylvania. At the time of this settlement, Indian towns existed on the opposite side of the river, inhabited by members of the Six Nations, and it was asserted that, by a signal, several hundred warriors could be assembled. John Harris fixed his habitation on

EARLY MORNING ON THE SUSQUEHANNA.

the bank of the river, and here had a son born in 1726, who is said to have been the first white child born in Pennsylvania west of the Conewago hills. This son was also named John Harris, and became, in time, the proprietor of the place and the founder of Harrisburg.

Many incidents are related connected with the pioneer and his home, and one is worth repeating here. A band of Indians came to his house, all of whom were more or less intoxicated. They wanted more rum—whisky was not then the common drink in Pennsylvania—but Harris, seeing their condition and fearing mischief, refused to supply them. They seized and bound him to a mulberry tree in front of his house, determining to burn him. While they were kindling the fire another band of Indians came upon the scene, and, after a struggle, released him uninjured. In remembrance of this event he directed that, on his death, he be buried at the foot of this tree; and when he died, in 1748, his direction was carried out, and his remains, with those of some of his children, still repose there. The tree itself has rotted away, but an enclosure preserves the ground and its relics from desecration.

John Harris, Jr., succeeded his father in business, and inherited all his energy. He continued to trade with the Indians and to farm, and in his time "Harris' Ferry" became a noted place. Letters were sent from Europe directed "to the care of John Harris, Harris' Ferry, North America." He accumulated considerable wealth, and when the Declaration of Independence was promulgated, he loaned the Government of the United States £3,000—a goodly sum for that day—taking treasury certificates for it. He had strong faith in the advantageous position of his property, and when the town of Harrisburg was laid out, in 1785, he conveyed to certain commissioners named, four acres of ground on Capitol Hill, to the east of the present public buildings, "in trust for public use, and such public purposes as the legislature shall hereafter direct." This was done because he believed that, at some future period, the capital of Pennsylvania would be established here.

During the late Rebellion, when Pennsylvania was invaded, the advance of Lee's army reached the Susquehanna river opposite Harrisburg, causing the most intense excitement in the city. The capital of the State was thought to be the objective point of the rebel movement, and an attack upon it was confidently anticipated. The archives of the Commonwealth were hastily packed, and many of them shipped to a point of safety. Troops assembled from all quarters to resist the advance; but a retrograde movement was ordered by Lee—the tide of war drifted to another scene, and the beautiful hills of the Susquehanna were not drenched with fraternal blood.

The State capitol buildings are built of red brick, without external ornament of any kind, but they are well constructed, and occupy a beautiful position in the midst of ornamental grounds overlooking the majestic river. Interiorly these buildings present many attractions, and a visit to them cannot fail to prove interesting. The halls of the Senate and House are well arranged. The State library is a splendid room, well filled with books—many of them valuable. In the Executive apartments a complete set of the portraits of the governors of Pennsylvania is preserved, and the walls and tables are decorated with many quaint documents and curiosities, such as old English charters, treaties between the colonial authorities and the Indians, signed by the latter with rude hieroglyphics, and other mementoes of the State's early history. In the arsenal a number of obsolete arms are preserved, and near by a marble shaft, surmounted by a winged angel, is erected in honor of the Pennsylvania volunteers who fell in Mexico.

The City of Harrisburg has a population of 23,104, and is the point of junction of the Lebanon Valley Railroad, running to Reading, dis-

MOONLIGHT ON THE SUSQUEHANNA.

tance fifty-four miles; of the Cumberland Valley Railroad, running to Martinsburg, Virginia, ninety-four miles; and of the Schuylkill and Susquehanna Railroad, running to Auburn, Schuylkill county, Pennsylvania, distance fifty-nine miles. Connections are also formed here with the Northern Central Railway, south, to Baltimore, eighty-four miles, and Washington, 124 miles; and north to Canandaigua, New York, 241 miles. By the Northern Central Railway, connection is made with the Philadelphia and Erie Railroad, at Sunbury, to Erie, Pennsylvania, on the lake of that name; with the Erie Railway, at Elmira, and the New York Central Railroad, at Canandaigua, for Rochester, Buffalo, and Niagara Falls. Of these roads the Northern Central and the Cumberland Valley are controlled, and the Philadelphia and Erie is leased, by the Pennsylvania Railroad Company.

MIDDLETOWN, 258 miles, is built at the junction of the branch road via Columbia, and at the confluence of the Swatara with the Susquehanna river. The Emmaus Institute, "devoted to the education of poor orphan children, who are to be carefully trained in the doctrines of the Evangelical Lutheran Church," is located here.

Middletown was laid out in 1755, the site being that of an Indian village. It was named Middletown because of its situation midway between Lancaster and Carlisle—the town of Harrisburg not being laid out until thirty years later. It soon acquired an active trade, and during the Revolutionary war a commissary post was established here, from which supplies were sent up the Susquehanna for General Sullivan's expedition against the Six Nations. During the time the lead mines in Sinking valley were worked by the Government to supply the Continental army, the lead was refined and prepared for use at Middletown. Population, 2,980.

ELIZABETHTOWN, 266 miles. Population, 858.

MOUNT JOY, 273 miles. Population, 1,896. A Soldiers' Orphans' School is located here.

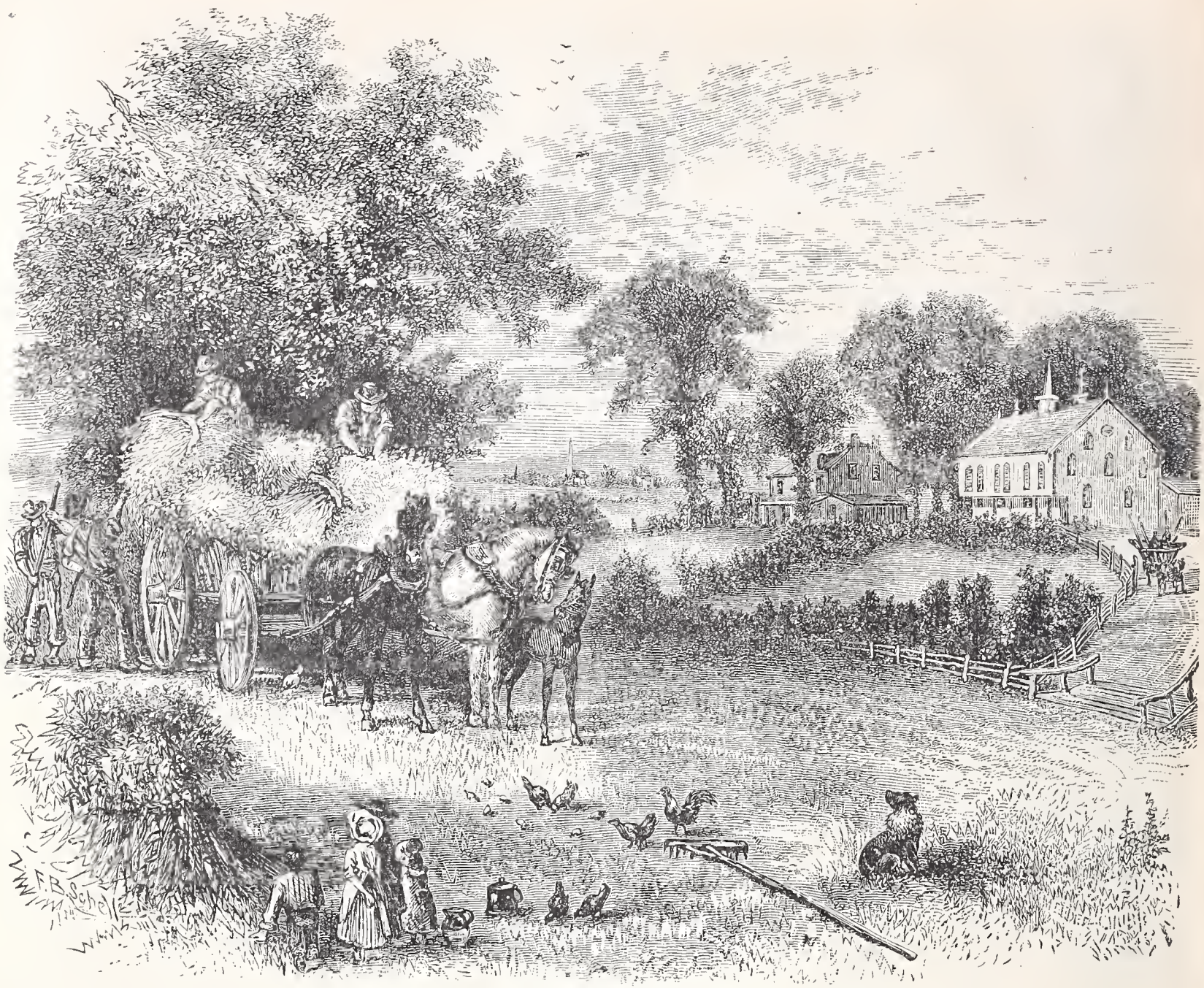
LANCASTER, 285 miles. This city was laid out in 1730, and soon became an important point in the colony of Penn. It was a favorite place for holding councils and making treaties with the Indians, and the early colonial records give accounts of many such conclaves. In 1748, at a council held here, attended by commissioners from Virginia, Maryland, and Pennsylvania, the first purchase of territory west of the Allegheny mountains was effected.

At the time of Braddock's expedition against Fort Du Quesne, Lancaster became the scene of active military operations. Dr. Franklin took a prominent part in fitting out this expedition, and through his personal exertions two hundred and fifty wagons and as many pack-horses were raised, principally in Lancaster county, to carry supplies and provide for the sick and wounded. In 1758 General Forbes' celebrated expedition against the same point was fitted out, consisting of regulars and the provincial troops of Pennsylvania and Virginia, under Colonels Bouquet and Washington, and Lancaster again assumed a military aspect. On the return of this expedition barracks for five hundred men were erected here for the protection of this portion of the province. These barracks remained standing until a comparatively recent period, and during the Revolutionary war were used as a prison in which to confine captured British soldiers.

Braddock's defeat may be said to have terminated the peace which had existed for seventy years between the settlers in Pennsylvania and the Indians. In the language of a historian, "the whole frontier, from the Delaware to the Potomac, was now lighted with the blaze of burning cottages, and the hamlets in the lovely limestone coves west of the Susquehanna were reduced to ashes." These outrages aggravated beyond endurance the hot-blooded Scotch-Irish settlers along the Susquehanna. They believed a secret understanding existed between the hostile tribes of the West and the Indian settlements claiming to be Christianized among the Moravians, and that information was conveyed by the latter to the former, which enabled the savages to attack unprotected settlements and escape punishment. A long-continued series of murders—some of them horrible in details—inspired these settlers with a blind fury, and on the night of the 14th of December, 1763, a party of them from the townships of Donegal and Paxton, (near the present city of Harrisburg,) known by the name of the "Paxton Boys," attacked the Indian village of Conestoga, near Lancaster, for the purpose, as they alleged, of securing some hostile Indians who were harbored there. The number of assailants is variously estimated at from twenty to fifty. Few of the Indians were at home. Dr. Franklin, in his narrative, says there were only three men, two women, and a boy, and these offered but a feeble resistance. All that were found were massacred, and their dwellings reduced to ashes. The citizens and magistrates of Lancaster, shocked at the horrible outrage, gathered the scattered individuals of the tribe who remained into the stone workhouse, where, under bolts and bars, they were considered safe until they could be conveyed to Philadelphia for protection. But the "Paxton Boys" were not satisfied with anything short of the extermination of the tribe. Concealing themselves at night, near Lancaster, they waited until the next day, (Sunday, December 27th,) when the citizens were attending religious services, and then dashing into the town they seized the keeper of the workhouse, and rushing into the building murdered every Indian in it, some fourteen in number. Their work was quickly done, and before the citizens could assemble they were gone.

During the Revolutionary war Lancaster played no insignificant part. While the tide of battle never reached the borders of the county, nor the din of strife sounded in its streets, it proved a city of refuge for the Continental Congress, which fled here after the disastrous battle of Brandywine. Subsequently it became and remained for some years the capital of the State. Population, 20,233.

KINZER'S, 300 miles. Near this station are



LANCASTER FARM.

the American Nickel Mines, the only mines of this mineral worked in the United States.

Gap, 302 miles, is the highest point on the railroad between the Schuylkill and the Susquehanna rivers—the elevation being five hundred and sixty feet above tide, while at Harrisburg it is but three hundred and ten. The station is so named from the opening in Mine hill, through which the road passes from the Chester valley into the valley of Pequea creek. Population, 168.

Christiana, 305 miles. This place, immediately within the eastern line of Lancaster county, is known in history as the scene of certain riots, in 1851, growing out of an attempt to capture some fugitive slaves by their owners from Maryland, assisted by local officers. In these disturbances a Marylander was killed, and several others, white and colored, were wounded. For a time the occurrence caused great excitement, and furnished a fruitful text for the newspapers of the country. Population, 350.

Parkesburg, 310 miles. This town, which is in Chester county, owes its existence to the old Columbia Railroad, for it was here that the State built her machine-shops when that work was constructed, and here the principal officers of the road were located. The site was probably selected because of its position midway on the line, and for twenty years it prospered as a center of railroad industry and management. Population, 600.

Pomeroy, 311 miles. Junction of Pennsylvania and Delaware Branch to Delaware City. Distance, 38 miles.

Coatesville, 315 miles, is beautifully situated on the Brandywine, over which the railroad is carried on a magnificent iron bridge, eight hundred and thirty-six feet in length and seventy-three feet above the water. In passing over this structure, the traveler can gaze from the car windows at furnace stacks belching forth their smoke below him, while far down in the valley a panorama of industry is seen. Population, 2,035.

Downingtown, 321 miles, is pleasantly located in the midst of the great Chester valley, on the Big Brandywine. It was first settled about 1700, although a deed for a part of the ground on which it stands is dated in 1682. It was originally called Milltown, from the fact of a mill being erected on the Brandywine about 1735, by Thomas Downing, and eventually the town

was named after that family, one of whom, Richard Downing, was a commissary during the Revolutionary war, when the American troops occupied the place as a military post. It had then its stirring incidents and romantic events, and suffered many of the hardships attendant upon the memorable conflict. Population, 1,077. (Junction of branch road to Waynesburg, distant 18 miles.)

MALVERN, 332 miles. Junction of road to West Chester, the county seat of Chester county. About half a mile southwest of this station the treacherous and disastrous surprise of a detachment of the American army, under General Wayne, occurred, on the night of the 20th of September, 1777, known in history as the "Paoli massacre." After the battle of Brandywine, Washington withdrew across the Schuylkill river, and sent General Wayne, with a force of fifteen hundred men, to join General Smallwood and annoy the rear of the enemy, then advancing toward Philadelphia. Wayne, on the night of the massacre, encamped his detachment in a retired position, at some distance from the public road. The British commander receiving information from the tories of Wayne's position, detached General Grey, a brave and desperate officer, to cut him off. Piloted by these tories, Grey stole his way through the woods, drove in the American pickets, and rushed upon the sleeping camp. Some volleys were fired by the Americans, but they were soon overpowered. General Grey, it is said, ordered his troops to give no quarter; and one hundred and fifty American soldiers were killed, many of them in cold blood, after all resistance was over. The enemy set fire to the straw of the camp, and some of the wounded, being unable to escape, perished in the flames. The whole American force must have been cut off and destroyed if Wayne had not preserved his coolness. He rallied a few detachments, who withstood the shock of the enemy, and covered the retreat.

The bodies of fifty-three Americans killed in this attack were found near the scene of action and buried in one grave on the field. On the 20th of September, 1817, forty years after the massacre, a monument, composed of a blue marble base and white marble pyramid, the whole being about eight feet high, was erected over their remains. This monument bears upon its four sides the following inscriptions: East side—"This memorial, in honor of Revolutionary patriotism, was erected September 20th, 1817, by the Republican Artillerists of Chester county, aided by the contributions of their fellow-citizens." West side—"Sacred to the memory of the patriots who, on this spot, fell a sacrifice to British barbarity, during the struggle for American independence, on the night of the 20th September, 1777." North side—"The atrocious massacre which this stone commemorates was perpetrated by British troops, under the immediate command of Major-General Grey." South side—"Here repose the remains of fifty-three American soldiers, who were the victims of cold-blooded cruelty in the well-known massacre at the Paoli, while under the command of Gen. Anthony Wayne, an officer whose military conduct, bravery and humanity were equally conspicuous throughout the Revolutionary war."

The monument is reached after a short walk through the fields from Malvern station. It stands on the center of the grave in which the slaughtered heroes were buried, in the southeast corner of a large field owned and used by the military organizations of Chester county for parades and encampments. The grave itself is about sixty feet long by twenty wide, is surrounded by a stone wall some two feet high, and is covered by a smooth green sward. Immediately adjacent to it, and encircling the field, are some fine old oak, chestnut, and other trees, many of which must have been of good size when the massacre occurred. The entire scene of the memorable conflict is probably the best preserved of any that marked the progress of the Revolutionary war, and no doubt will always remain a sacred shrine to the citizens of a free country.

PAOLI, 334 miles, is the point to which the local accommodation trains are run, to and from Philadelphia, over the Pennsylvania Railroad. It is an old settlement, and was a noted point on the road leading to Lancaster before and during the Revolutionary war. General Anthony Wayne was born about one and a quarter miles south of Paoli. The house in which he was born, and where he spent most of his life when not engaged in military campaigns, is now owned and occupied by one of his descendants, who preserves intact the magnificent old homestead of five hundred acres, as well as the apartments occupied by the general during his life, with all their furniture unchanged.

REESEVILLE, 336 miles.

EAGLE, 338 miles.

WAYNE, 339 miles. In Delaware county.

RADNOR, 341 miles.

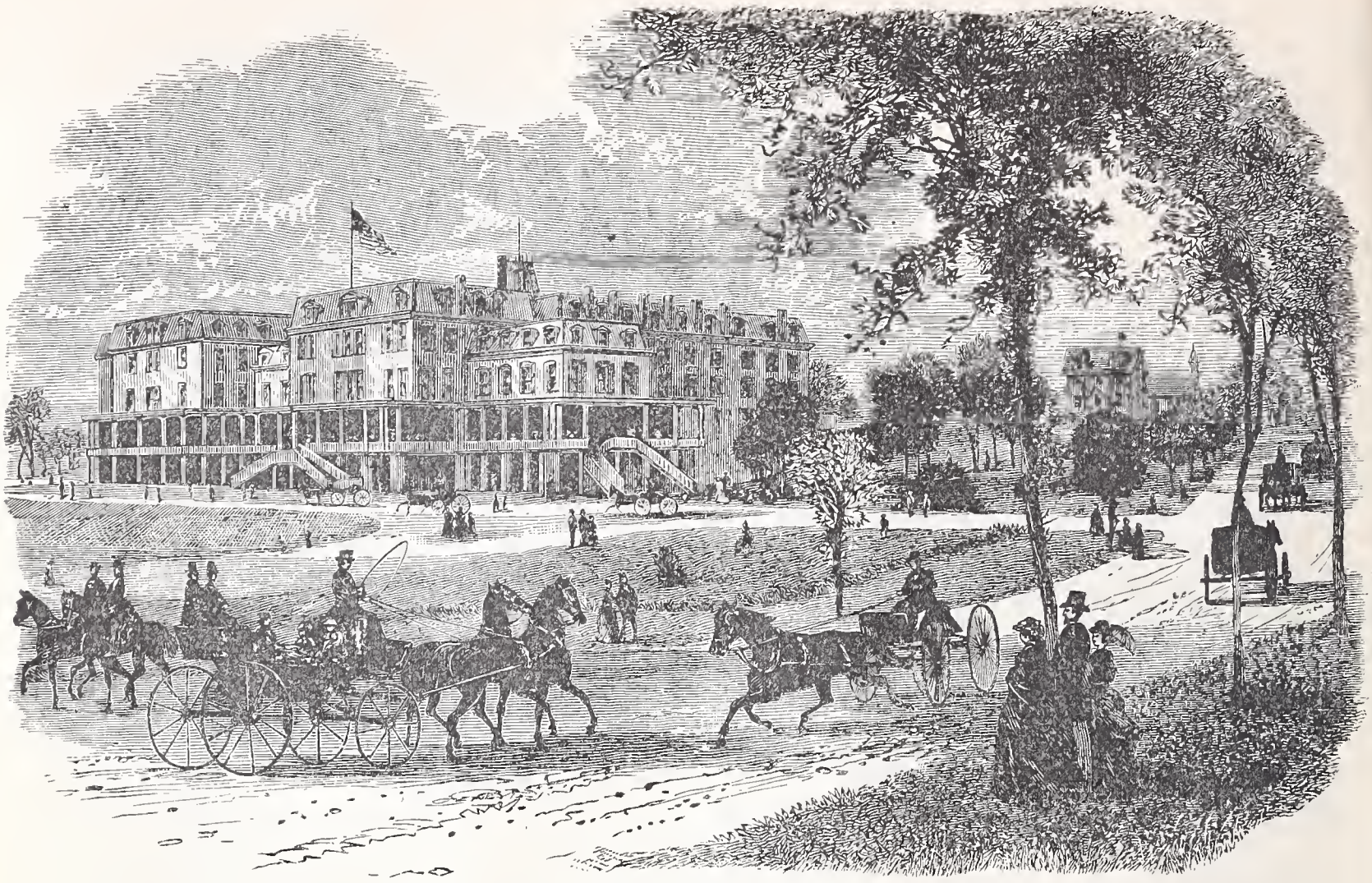
UPTON, 342 miles.

VILLANOVA, 343 miles. Villanova College, in charge of the Augustinian Fathers, is at this station.

ROSEMONT, 344 miles.

BRYN MAWR, 345 miles. This station, the first reached in Montgomery county, may well be cited as a model of taste and beauty. Occupying a delightful position in the midst of a fertile and well-watered country, the railroad company saw its advantages and determined to improve them. Beautiful and comfortable station-buildings were built, and these were followed by a superb hotel and other improvements. Naturally these conveniences attracted visitors and residents, and from a scattered hamlet the place has, in a few years, grown into an elegant suburban town. During the summer months Bryn Mawr is a favorite residence for Philadelphians, as well as for visitors from more remote points. The accommodations provided, both for permanent and transient guests, are of a superior order. Population, 800.

HAVERFORD, 345½ miles. Haverford College,



BRYN MAWR HOTEL.

controlled by the Society of Friends, is a short distance south of this station.

ARDMORE, 346 miles.

WYNNEWOOD, 347 miles.

ELM, 348 miles. The national encampment of the "Patrons of Husbandry," established for the accommodation of Centennial visitors, is located here. A short distance north of the station is "Belmont Park," an excellently arranged trial and exhibition ground for horses.

MERION, 349 miles.

OVERBROOK, 350 miles. The College of St. Charles Borromeo, one of the largest edifices of the kind in America, is near this station, which is within the corporate limits of Philadelphia.

HESTONVILLE, 351 miles.

CENTENNIAL DEPOT, 352 miles. A special station, reached by circular tracks from the main road, established by the Pennsylvania Railroad Company for the accommodation of Centennial visitors. This depot is accessible by trains from all directions.

MANTUA JUNCTION, 353 miles. Point of connection of main line and New York divisions of the Pennsylvania Railroad.

PHILADELPHIA, 354 miles, terminus of the main line—the second city in the United States in population, and the first in the number of its buildings, territorial area, and manufacturing importance—is built upon the right bank of the Delaware river, at the confluence of the Schuylkill, ninety-six miles from the ocean. It was laid out by direction of William Penn, the proprietor and founder of Pennsylvania, in 1682. The first colony for Pennsylvania left England in August, 1681, in three ships, and the earliest to arrive was the ship "John and Sarah," from London, commanded by Captain Smith. These colonists landed at the Swedish settlement of Upland (now Chester) and remained there during the first winter. At the time of their arrival Philadelphia had not been located. Indeed, it would seem that Penn was in no great hurry to lay out his metropolis, being determined to select the most available position for it. This was finally accomplished, and in 1683 Penn writes, saying, "Philadelphia is at last laid out, to the great content of those here;" and adds, "of all the many places I have seen in the world, I remember not one better seated, so that it seems to me to have been appointed for a town." The survey was made by Thomas Holme, who had been in England appointed surveyor general of the province, and arrived here in the early part of the summer of 1682. His plot of the city was completed about the end of that year, and copies of his original map are still in existence. The ground embraced in his survey extended from Cedar street on the south to Vine street on the north, running through from the Delaware to the Schuylkill, being about one mile in width and two miles in length, and this continued to be the limits of the "old city" up to the consolidation of the districts, and, in fact, the entire county, in 1854. At the time this survey was made, there were no improvements within its limits. The Swedes had a settlement on its southern border, made as early as 1637, and it is proba-

ble that some lived north of it ; but its area was an unbroken wilderness, intersected by creeks and streams, dotted with swamps and ponds, and crossed at various places by Indian paths. The forest trees were noted for their magnitude, and gave to the place the Indian name of *Coaquanock*, signifying "the place of tall pines." On the Delaware front was a high bank, in which the first settlers excavated caves, where they resided while their new homes were being erected. Philadelphia was organized as a borough, with a mayor and six aldermen, in 1664 ; and on the 25th of October, 1701, Penn granted it a charter as a city. From its foundation it may be said to have had an uninterrupted career of prosperity. Freed, as it was, from hostile Indians, and having none of the calamities to contend with which so harassed and impoverished the early settlements in Virginia and New England, it increased steadily in population and commerce, and soon became the first city on the continent—a position it continued to hold until long after the Revolutionary war, and in some respects still maintains.

Notwithstanding its rapid improvement and growth, Philadelphia possesses more relics of the past—more edifices around which hang a halo of history—than any other city in the Union. The oldest among these is a portion of Penn's cottage, in Letitia court—a small street running from Market to Chestnut, between Front and Second. This was built for Penn's use before his first arrival in the colony. It is a little two-story brick house, and is now occupied as a tavern. Near it is the Old London Coffee House, on the corner of Front and Market streets, a noted place in early colonial days, which is at present a tobacco store. It was built in 1702. The old Swedes' Church, which stands on Swanson street, (so named from the Swedish family who once owned all the land in that part of the city,) below Christian, is one of the most venerable edifices in America. The first church upon the site was erected in 1677, and served both for a place of worship and of defense, being constructed with loop-holes and other appliances of defensive warfare. The present brick edifice was built in 1700. Another sacred relic of colonial times is Christ Church, on Second street, north of Market. It was begun in 1727 and finished by the raising of the steeple in 1754. Its chime of bells is among the oldest this side of the Atlantic. On the tenor is inscribed, "Christ Church, Philadelphia. Thomas Lester and Thomas Peck, of London, made us all." When the British troops took Philadelphia, these bells, like others in the city, were removed to prevent them falling into the hands of the enemy and being cast into cannon. They returned with the patriots, and have remained to peal forth their music ever since. In their time they have summoned to worship some of the greatest men the country has produced. Washington was a regular attendant at Christ Church when President of the United States, and many of the heroes and patriots of the "times that tried men's souls" rest in its vaults.

"Independence Hall," the Mecca of American freemen, stands on Chestnut street, between Fifth and Sixth. It was commenced in 1729 and completed in 1734. This building has been so often described that almost every school boy is familiar with its history. It was in it that the Declaration of Independence was considered and adopted, and from its portals it was proclaimed. In it Washington read his farewell address to the American people; in it the Articles of Confederation were adopted in 1778; and in it the Constitution of the United States was framed in 1787. Almost every name and every incident connected with the birth of the nation is associated with this edifice. Another edifice, scarcely less sacred, is "Carpenters' Hall," which stands to the south of Chestnut street, between Third and Fourth streets, and is reached by a passage-way from the street first named. It was built in 1770 by the Association of House Carpenters, and is still owned by them. The first Colonial Congress assembled in this building September 5th, 1774—that body which Lord Chatham declared to Benjamin Franklin to be "the most honorable assembly of men that had ever been known,"—and it was in it that Patrick Henry poured forth those passionate appeals for liberty which so electrified the colonies.

More than three-quarters of a century passed peacefully away while the colonists of Penn and their descendants were building up the city, founding a State, and firmly establishing those principles of justice and liberty which induced them to seek homes in the new world. But the long reign of peace ended, and the colonies prepared to resist oppressions on the part of the mother country which they could no longer endure. The first Colonial Congress met, and, after declaring their determination to insist upon their rights as men and as freemen, adjourned. The second convened in Independence Hall, on the 10th of May, 1775. When it adjourned, the colonists had girded on their armor, and pledged their lives, their fortunes and their sacred honor to be free and independent. Philadelphia then became, more than ever, the center of the United colonies, and for the next eight years its history is a most stirring one. It was here that Washington was proclaimed commander-in-chief of all the forces raised and to be raised for the achievement of independence. It was here that Mercer and Wayne and Sullivan, and hundreds of other heroes whose names are immortal, rallied around the great chieftain, never to desert him while life lasted and the cause he championed needed their services. It was here that Robert Morris planned and executed his financial schemes, which kept the suffering band of patriots together through the long struggle that so gloriously terminated with the surrender of Cornwallis at Yorktown. During this struggle the country around Philadelphia was made sacred by several battles. To the west, and at the distance of but a few miles, lies the field of Brandywine, where the Americans, under Washington, so gallantly but fruitlessly contended for an entire day, on the 11th

STATE HOUSE AND INDEPENDENCE HALL.

of September, 1777, against the well-appointed veterans of Great Britain, commanded by General Howe. Again, at Germantown, within the present city limits, the same forces met, on the 4th of October of the same year, and fought with equal desperation but with a similar result. It was at Red Bank, a month later, in sight of the city, that the Hessians were so gallantly repulsed by Colonel Greene, and Count Dunop, their commander, fell and lies buried. It was through the counties of Chester and Bucks that "Mad Anthony Wayne" and Col. John Lacy and their Pennsylvanians raided, with a daring that no obstacles could check, for provisions to feed Washington's starving army at Valley Forge. It was through the streets of Philadelphia that the Hessians, captured at Trenton, were marched by their tattered guards. It was through the same streets that the entire Continental army paraded, headed by Washington, when it became necessary to convince the doubting that the struggle against the power of Great Britain was not a hopeless one. And it was here that Pennsylvania's committee of safety put forth that unconquerable zeal and determination which knew no shadow of fear and no abatement of hope until the war had accomplished all they desired.

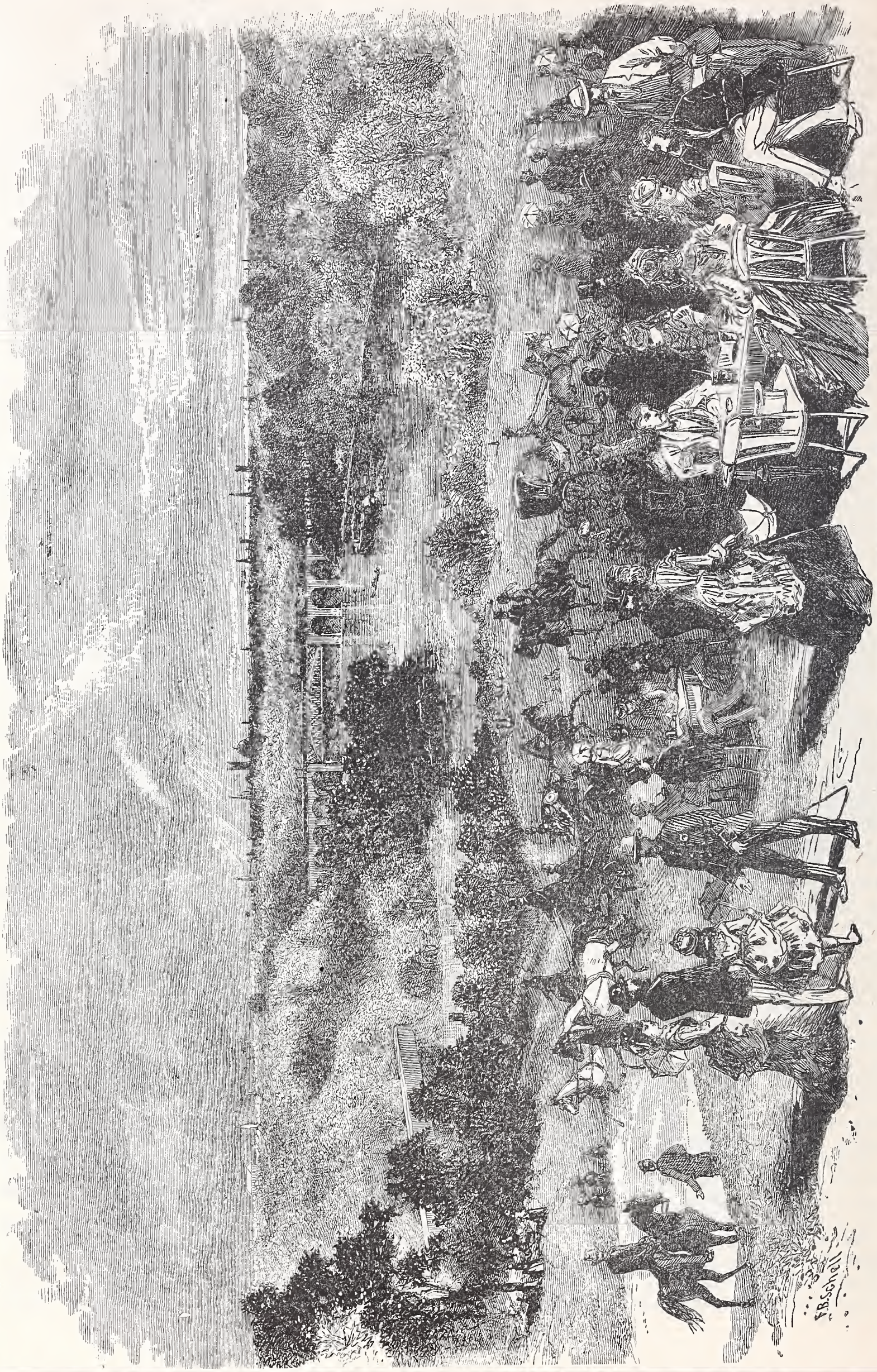
During the war the British forces had possession of Philadelphia about nine months, having entered it on the 26th of September, 1777, and evacuated it on the 19th of June, 1778. After the evacuation, the American army retook possession, and General Benedict Arnold was placed in immediate command. His style of living rivaled that of the English lords who had preceded him; and it is believed that this extravagance led to embarrassments which afterward caused him to attempt the sale of his country. The Continental Congress resumed its sessions here, and the invaders never again trod the streets of the city. From that time until the close of the war Philadelphia continued to be the center and capital of the struggling colonies.

When peace was proclaimed and the national existence recognized, New York became, for a time, the seat of government; but in 1790 it was removed to Philadelphia, where it remained for ten years, and then was finally fixed at Washington. The re-establishment of the national capital here brought with it Washington, who was then President; John Adams, Vice-President; and Thomas Jefferson, Alexander Hamilton, General Knox, and others who were connected with the cabinet. Not one of the mansions occupied by these men is now standing. Congress held its sessions in the building at the southeast corner of Sixth and Chestnut streets, which still remains, externally, in the condition it then was, the House of Representatives occupying the first floor and the Senate the second. The Supreme Court of the United States sat on the second floor of the building at the corner of Fifth and Chestnut streets, now occupied by the mayor.

After the removal of the seat of government to Washington, Philadelphia lost much of its political prestige, but none of its importance as a place of business. The commerce of the city grew rapidly during the early part of the nineteenth century, and its supremacy in this respect over all American rivals was unquestioned. Trade with the East and West Indies developed into prominence, and the accumulation of wealth by merchants was rapid and vast. Some of the names connected with this commerce are familiar to most readers, and one of them, by the magnificent charity and wonderful foresight of him who bore it, is so blended with Philadelphia that no sketch of the city could be complete without its mention.

Stephen Girard came to Philadelphia in his youth, comparatively poor. He was a Frenchman by birth, but at an early age went to sea and followed it for many years. It was as captain of a ship that he first entered the Delaware, and he continued to make his voyages for some time after he had fixed upon this as his home. Finally he settled down in Philadelphia as a general trader, and by his almost supernatural sagacity and indomitable energy accumulated the largest fortune ever, up to that period, gained by an American. He died in 1832, leaving all his property, with the exception of a few insignificant personal bequests, to the city. At that time his estate, so bequeathed, was estimated at several millions of dollars, and now it is probably worth more than fifty millions. A part of this estate was, by his will, to be devoted to the foundation of a college, which should accommodate not less than three hundred children, who must be poor, white male orphans, between the ages of six and ten years, and who are to be supported and instructed until they arrive at the age of sixteen, when they must be apprenticed to good trades or other useful avocations. To meet this requirement the city erected, on the site designated and bequeathed by Girard, consisting of forty-five acres of ground on Ridge road, a structure at a cost of two millions of dollars, which is one of the most beautiful buildings in America, and the truest specimen of Grecian architecture of modern times. It now contains five hundred and forty-six pupils, and the number is from year to year increased.

As the city grew in population and extent it was found that the divided authority which existed in it and its many suburbs, called districts, was a serious obstacle to the preservation of order. This led to the consolidation, in one municipality and under one charter, of the entire county of Philadelphia, in 1854. By this act it became the largest city in territorial area in America, and second only to London, in Europe. Its limits now embrace one hundred and twenty square miles,—the extreme length, north and south, being twenty-three miles, and the width, from east to west, averaging about five and a half miles. Within this area are embraced a number of suburban villages. Among these, Germantown, Chestnut Hill, and Torresdale, are noted for their elegant residences; Roxborough, Manayunk, Falls of Schuylkill, and Frankford, are celebrated for their manufactories; and Byberry, Holmesburg, and others, are rural villages. Each



VIEW FROM BELMONT MANSION, FAIRMOUNT PARK.

of these places has its history as well as its peculiarities—the first frequently being as romantic as the second is striking, but they are all now parts of one grand and varied municipality.

During the last few years the commerce of Philadelphia, which had languished for a long time, has been greatly stimulated, and it is probable that within the next decade it will grow to proportions greater than ever before. The transportation system controlled by the Pennsylvania Railroad Company is making Philadelphia a principal outlet for the products of the West, and the shipping interests of Europe are fast learning that freights can as certainly, conveniently and cheaply be obtained here as at any American port. In consequence of this, regular lines of steamers have already been established, principally through the aid of the Pennsylvania Railroad Co., to and from Antwerp and Liverpool, and irregular steamers are arriving from many other European ports. Sailing vessels from India, China, the West Indi Islands, South America and Italy, can at all time be seen loading and unloading at the wharve and local lines of steamships connect Philade phia with Havana, New Orleans, Savannal Wilmington, Charleston, Richmond, Providenc Boston, Baltimore, Washington and New Yor

With a history embracing so much that interesting to Americans—with resources whic have stimulated its manufactories to the highe degree of proficiency and prominence—with su perior transportation connections binding it t all portions of the United States—with a com paratively unlimited area open to its growth- with a rich and vast territory tributary to i markets—with its commerce resuscitated an rapidly growing in importance—Philadelph can fairly claim a position among the gre cities of the world.

Population. — Aggregate, 674,022 — native 490,398; foreign, 183,624. Irish, 96,698; Ge man, 50,746; colored, 22,147.

LINCOLN MONUMENT, FAIRMOUNT PARK.

WEST JERSEY RAILROAD — MOONLIGHT ON THE BEACH AT CAPE MAY.

CAPE MAY.

Cape May, eighty-one miles from Philadelphia by the West Jersey Railroad, is a popular and in some respects the most attractive seaside resort in America. More than half a century ago it was visited by persons in search of health and recreation. It was not, however, until the popularization of steam navigation that it began to develop into the proportions it now presents. Watson, in his "Annals," describing a visit there in 1822, says, it "is a village of about twenty houses, and the streets are very clean and grassy." Within the last quarter of a century its growth has been steady, and it rises now into the grandeur of a city, with beautiful avenues lighted with gas, and commodious hotels and cottages, rivaling the finest metropolitan edifices in magnificence and comfort. It is built upon the extreme point of the cape from which it takes its name, so called after Cornelius Jacobus Méy, a navigator in the service of the Dutch West India Company, who visited Delaware bay in 1623. The territory embraced in Cape May county was purchased from the Indians in 1630, by a Dutch colony—the deed for the purchase being still preserved among the archives of the State of New York, at Albany. This cape forms the eastern shore of Delaware bay, and has the Atlantic ocean on its east and south, while the bay, forty miles wide, cools and refreshes the western breezes. The bathing is the finest and safest, probably, in the world—the waves of the mighty ocean rolling in over a wide, shelving shore of smooth sand, and breaking into ripples that chase each other far up the beach. Here, during the season, thousands of bathers of all ages and both sexes, sport in the waters, while white sails and puffing steamers go gliding by, in plain sight, to all parts of the world. Cape May light-house stands within the limits of the city, and away across the waters its twin light, at Cape Henlopen, in Delaware, may be seen—the two marking the entrance into Delaware bay and river.

Within the last few years the improvements made at Cape May have been very great, and include, in addition to the many elegant edifices erected, a copious supply of pure water, and a beautiful drive and promenade which skirt the shore, on the verge of the surf, for a distance of two miles, along the most important front of the city—the drive extending from the extreme eastern limit of the city around the beach through Sea Grove to the steamboat-landing on the Delaware bay, and connecting there with the turnpike road, forms a continuous smooth carriage course of many miles. The railroad was completed to Cape May in 1866, and since then each year has added to its excellence, while the time consumed in the journey has been reduced to the minimum consistent with safety. Cars of the most complete construction and luxurious finish are run, including Silver Palace Drawing-room Coaches, and a degree of care and courtesy is evinced by all engaged in train-service, which render the journey from Philadelphia to this "City by the Sea" as pleasant as human skill can make it. A beautiful and commodious passenger depot has just been completed near the beach, from which all the principal hotels are easily accessible. About one-third of the entire road between Camden and the cape has been relaid, during the present year, with new steel rails, and a track-tank constructed from which the locomotive-engines take water as they go, so that express trains to and from Cape May now make no stop between the tides of the Atlantic and the shores of the Delaware at Philadelphia. The hotels are numerous—some of them being immense structures, complete in all their appointments. Every taste can be gratified, and all classes of visitors find satisfactory accommodations. Regattas, concerts and balls mingle their delights with the natural attractions of the place, and, during the season, life here is a continuous round of enjoyment and pleasure. The time consumed by the trip between Philadelphia and Cape May is but little more than two hours. Fare, $2.50 ; Excursion Tickets for the round trip, $4.00. Three Fast Express trains are run between Philadelphia and Cape May during the Centennial Exhibition. For particulars see Philadelphia daily papers.

PHILADELPHIA, June 20th, 1876.

We, the undersigned, proprietors of Hotels in Philadelphia and vicinity, fix and establish the rates per diem for each guest set opposite the names of our respective houses in the annexed list, and authorize the Pennsylvania Railroad Company to publish the same for general information; and we pledge ourselves not to increase these rates during the continuance of the Centennial Exhibition.

HOTELS ON AMERICAN PLAN.

NAME OF HOTEL.	LOCATION.	CAPACITY.	RATE.	PROPRIETOR.
Allegheny House	812 and 814 Market Street	300	$2.00—2.50	A. Beck.
Allen House	1220 Market Street	75	2.00	Robert Wallis.
American Hotel	Chestnut Street, bet. Fifth and Sixth	600	3.00	S. M. Hulings.
Arch St. House	1 Arch Street	200	2.25	Jno. A. Morton.
Bald Eagle Hotel	416 North Third Street	175	2.00	Reidenaeur & Schmoyor.
Barley Sheaf Hotel	257 North Second Street	150	1.50	Pancoast, Forsyth & Co.
Belmont House	S.-W. cor. Westminster & Belmont Avs.	30	2.00	Chas. Woltz.
Belmont Hotel	Forty-First and Oregon Streets	1,000	3.50	C. P. & F. P. Stevens.
Bingham House	Cor. Eleventh and Market Streets	600	3.50	Curtis Davis.
Black Bear Hotel	425 North Third Street	160	2.00	J. H. Kern & Bro.
Black Horse Hotel	352 and 354 North Second Street	200	2.00	Jacoby & Zetty.
Branson House	1121-1125 Belmont Avenue	100	2.00	David H. Branson.
Bull's Head	1025 Market Street	150	2.00	Townsend & Tressler.
Bull's Head Hotel	3734 Market Street	50	1.50	Jno. L. Cain.
Central Avenue	831 Market Street	200	2.00	O. H. Dash.
Colonnade	Cor. Chestnut and Fifteenth Streets	800	4.00—4.50	John Crump.
Columbia House	111, 113 North Broad Street	150	2.00	Lewis H. Worman.
Columbia Hotel	4110 Elm Avenue	100	2.50	R. H. Ford & Co.
Commercial	826 Market Street	150	2.00	Henry Schlehter.
Continental Hotel	91 Chestnut Street	1,300	4.50	J. E. Kingsley & Co.
Cosmopolitan Hotel	4116 Elm Avenue	200	3.00	A. Du Bois.
Crystal Palace Hotel	Fortieth Street, near Hutton	25	1.50—2.00	Way & Co.
Cusack's Hotel	S. E. cor. Fortieth St. and Girard Ave.	50	2.50	Cusack & Ryan.
Eagle Hotel	227 North Third Street	300	2.00	H. H. Manderbach.
Elm Ave. Hotel	Elm Avenue and Forty-First Street	150	3.00	F. Fowler & Co.
Fuller House	4031 Powelton Ave.	45	2.00—2.50	S. F. Hunt.
Gibson House	932 Arch Street	100	2.50—3.00	Jos. H. Wolf.
Girard House	Ninth and Chestnut Streets	1,000	3.50	C. McKibben & Son.
Globe Hotel	Belmont Avenue	3,000	5.00	Jno. A. Rice.
Grand Villa Hotel	Cor. Thirty-ninth St. and Girard Ave.	500	3.00	Grand Villa Hotel.
Great Western Hotel	1311, 1313 Market Street	300	2.00—2.50	Dillinger & Co.
Greenwich Hotel	Thirty-Ninth Street, cor. Aspen	300	2.50	Hamilton & Stephenson.
Hays Hotel	3826 Market Street	100	2.00	W. H. Hays.
Irving Hotel	3020 Market Street	45	1.00—1.50	Wm. Irving.
Irving House	915 Walnut Street	200	3.00	Woolman Stokes' Sons.
Joy House	833, 835 and 815 Arch Street	400	2.00	Chas. M. Joy.
Kings County Hotel	4050 Girard Avenue	25	1.50—2.00	Geo. Cellors.
Landsdown Park Hotel	Forty-First Street and Girard Avenue	48	2.00	Martin Smith.
La Pierre House	Broad and Chestnut Streets	600	3.50	J. B. Butterworth.
Lawrence House	N. W. cor. Broad and Callowhill Streets	100	2.00	Lindemuth & Lawrence.
Lehman House	3919 Market Street	50	2.00	Eli Kindig, Jr.
Lincoln Hotel	319 North Fourth Street	100	1.50—2.00	Christian Price.
Macher House	S. W. cor. Broad and Somerset Streets	100	1.50—2.00	Ben. Macher.
Madison House	1608 Chestnut Street	100	3.00	Madison & Korner.
Mansion House	621 and 623 Arch Street	180	3.00	Elias, Gabel & Korpmann.
Markoe House	919 Chestnut Street	250	2.50—3.00	H. M. Beidler.
Maryland Temperance Hotel	1214 and 1216 Belmont Avenue	100	1.50—2.50	Geo. Brothers & Co.
Masonic Hall Hotel	719 Chestnut Street	500	2.00	S. M. Nash.
Merchants' House	413 and 415 North Third Street	400	1.75	H. Spain.
Merchants' Hotel	Fourth Street, bet. Market and Arch	1,000	3.00	S. O. Carr & Co.
Montgomery	613 North Sixth Street	125	2.00	G. W. Jackson.
Metropolitan Hotel	Forty-First Street, near Elm Avenue	200	3.00	F. & H. Storch.
National Hotel	3937 Lancaster Ave. and Fortieth Street	26	2.00	D. B. Smith.
Niagara Co. House	4001 Oregon Street, cor. Fortieth	50	2.50	N. Lerch.
N. Y. Junction Hotel	Broad Street and Lehigh Avenue	50	1.00—1.50	S. M. Schelly.
Ohio House	Southeast cor. 39th and Market Streets	170	1.50	Elias Eaby.
Oneida County House	Fifty-First Street and Elm Avenue	100	2.00	Jas. Armstrong.
Oneida County Hotel	4028 Girard Avenue	50	1.50—2.00	Bucher & Ming.
Palace Tent Hotel	Forty-First St. and Westminster Ave.	300	3.00	Alling & Foster.
Palmer House	1607 Chestnut Street	50	2.50—3.50	A. P. Cook.
Park Drove Yard Hotel	Fifty-Second Street and Lancaster Ave.	50	2.00—2.50	Sheep Brokers' Association.
Penn Manor	S. W. cor. Eighth and Spring Garden	300	2.00—2.50	Jno. Penn.
Rappley's Hotel	1430 South Penn Square	50	2.50	Sam'l Rappley.
Raritan House	300 North Front Street	60	2.00	H. C. Parsons.
Red Lion Hotel	Southwest cor. Second and Noble Sts.	250	2.00	W. J. Barrett.
Revere House	923 Chesnut Street	150	2.50—3.00	O. Worman.
Ridgway House	Market Street and Delaware Avenue	400	2.25	J. B. Butterworth.
Saint George	Broad and Walnut Streets	300	5.00	Ward Bros.
Smedley Hotel	1227 Filbert Street	150	2.00—2.50	Thos. S. Webb.
Sorrel Horse Hotel	268 North Fourth Street	60	1.50	D. G. Price.
Spanish & American	Belmont Avenue	100	3.50	Slaurador & Birch.
St. Cloud Hotel	Arch Street, bet. Seventh and Eighth	400	3.00	Geo. W. Mullin.
St. Elmo Hotel	317 and 319 Arch Street	500	2.50—3.00	Jos. M. Feger.
St. James Hotel	310 Race Street	140	2.00	Henry Lehman.
St. Stephens	Chestnut Street, above Tenth	300	3.00	Thos. Ashton.
Star Hotel	4054 Girard Avenue	25	1.50—2.00	Jacob Garner.
Star House	Columbia Avenue near Belmont Ave.	100	1.50—2.00	Eves, Heller & Giffen.
Syracuse House	Fifty-Second Street and Jefferson Ave.	150	1.50	Bannister & Cleveland.
Thompson House	3226 Chestnut Street	50	2.00—2.50	A. E. Thompson.
Tiger Hotel	325 and 327 Vine Street	180	1.50	Sam'l Grubb & Son.

HOTELS ON AMERICAN PLAN — CONTINUED.

NAME OF HOTEL.	LOCATION.	CAPACITY.	RATE.	PROPRIETOR.
Trans-Continental Hotel	Opposite Exposition Building.....	1,000	$5.00	J. E. Kingsley & Co.
Union Hotel.....	1314 Arch Street.....	150	3.00	Thos. S. Webb.
Union Hotel.....	Forty-First and Haverford Streets.....	50	2.00	Wm. H. Ortlip.
Union House.....	505 North Fortieth Street.....	40	2.00	W. H. Fruberger & Co.
U. S. Hotel.....	Forty-Second St. Columbia and Elm Avs	1,000	4.00	P. S. Borthby.
Washington Hotel.....	Chestnut Street bet. Seventh and Eighth	500	3.00	Geo. J. Bolton.
Washington House.....	3903 Market Street.....	125	2.00	Thos. Watson.
Westminster Hotel.....	Westminster and Belmont Avenues.....	600	4.00	Phlpps & Caleb.
Wilmington House.....	120 Pine Street.....	30	2.00	T. W. Smith & Bro.
Wm. Penn Hotel	3817-19 Market Street.....	150	2.00—2.50	Benj. Jacobs & Son.
Woodland House.....	Cor. Spruce and Thirty-Seventh Streets.	150	2.00	W. P. Duncklee.
Wyoming Hotel.....	445 North Third Street.....	300	2.00—2.50	Young & Johnston.
	TOTAL.....	25,759		

HOTELS ON EUROPEAN PLAN.

NAME OF HOTEL.	LOCATION.	CAPACITY.	ROOM RATE	PROPRIETOR.
American Hotel.....	Elm Avenue, east of Forty-ninth St....	80	$1.00	Bergin & Bradley.
Arlington House.....	S. W. cor Broad and Penn Square	45	1.00	S. G. Chase.
Atlas Hotel.....	Elm Avenue and Fifty-second Street...	4,000	1.00	Atlas Hotel Co., Limited.
Avenue Hotel.....	No. 6 Delaware Avenue.....	40	.50	Sensfelder & Ridgway.
Baltimore Headquarters.....	4002 Poplar Street.....	100	.50—2.00	Geo. Hamel.
Branch Hotel.....	16 South Seventh Street.....	150	1.00	Geo. J. Bolton.
Cedar Hotel	4000 Market Street.....	80	.75—1.25	Fr. Doyle.
Channing House.....	Pine St., from Thirty-ninth to Fortieth	600	1.00	Channing Hotel Co.
Cintra House.....	16 South Broad Street.....	40	1.00—1.75	E. Smith.
Clarendon Hotel.....	115 South Eighth Street.....	100	1.00—2.00	Kleckner & Bro.
Clifford House.....	Fortieth Street and Lancaster Avenue.	200	1.00—4.00	J. C. Shoch & Co.
Congress Hall.....	Elm Avenue, below Forty-second St.,..	1,000	1.00	W. H. Baker & Co.
Davis Hotel.....	Sixth Street and Delaware Avenue.....	80	.50— .75	R. Westcoatt.
Elm Avenue Hotel.....	Elm Avenue and Fifty-first Street.....	600	1.00	N. Roelof.
Empire State Hotel	4030 Girard Avenue.....	40	.75—1.50	Chas. Schwerch & Co.
European Hotel	S. E. cor. Eleventh and Chestnut Sts....	100	1.00—2.50	Hill Beidler.
Franklin Hotel.....	Fortieth and Poplar Streets.....	500	.50—2.00	A. J. Weidner & Co.
Gen. Heuben Hotel.	S. W. cor. Fortieth St. and Girard Ave.	60	.75—2.00	Frederick Danz.
Grand Exp. Hotel.	Lancaster and Girard Avenues.....	5,000	1.00	M. Riley.
Guy's Hotel	Seventh and Chestnut Streets.....	100	1.50—4.00	F. A. Miller.
Hotel Aubry.....	Thirty-third and Walnut Streets.....	1,500	2.00	J. F. Stokes.
International Hotel.....	131 Vine Street.....	40	.50—1.00	R. Riegelmann.
Int. Hotel and Restaurant....	1220 Chestnut Street.....	500	1.00—2.50	E. Pincus and P. Saulter.
Jno. Binder's Hotel.....	312 and 314 Race Street.....	100	1.00	Jno. Binder.
Keystone Hotel.....	Broad Street, below Arch.....	100	2.00—6.00	Geo. C. Ward.
Marble Terrace.....	Cor. Thirty-third and Chestnut Streets..	50	1.00—2.00	Sidney Smuke & Co.
Meier's Hotel.....	4018 Elm Avenue.....	50	1.00	Mathias Meier.
Moritz Hotel	4032 Girard Avenue.....	50	1.00—1.50	I. Moritz.
National House...	1404 South Penn Square.....	25	.50—1.00	Frederick Schmidt.
New England Hotel	Columbia Avenue.....	250	1.00—1.50	Holland, Robbins & Cobb.
Oxford Hotel	3046 Market Street.....	100	.50—1.00	Don Juan Wallings.
Paul's Hotel.....	3038 and 3040 Market Street.....	145	.50—1.00	Jno. Paul.
Petry's.	N. W. cor. Broad and Walnut Streets...	50	1.00—3.00	C. Petry.
Philadelphia House	4126 Elm Avenue.....	50	1.00	Alex. Gibbs.
Poulson House.....	813 Walnut Street.....	40	1.00—1.50	Jno. C. Poulson.
St. Charles Hotel.....	Corner Third and Arch Streets.....	400	1.00—2.00	Moses S. Schneck.
West End Hotel.....	Chestnut Street, below Sixteenth	160	2.00—5.00	C. T. Jones.
Young's Hotel.....	Cor. North Eleventh and Cambria Sts..	100	1.00	Thomas Young.
Zeisse's Hotel.....	820 and 822 Walnut Street.....	150	1.00	S. Zeisse.
	TOTAL.....	16,775		

SUBURBAN HOTELS & BOARDING-HOUSES WEST OF PHILADELPHIA.

Connected by Forty-two Local Trains daily over the Pennsylvania Railroad.

NAME.	STATION.	CAPACITY.	NAME.	STATION.	CAPACITY.
Bryn Mawr Hotel.....	Bryn Mawr.....	500	Rockwood House.....	Eagle.....	12
Baum's House.....	Ardmore.....	75	Wild's House.....	Eagle.....	10
White Hall Hotel.....	Bryn Mawr.....	80	Cleavers' House	Reeseville	35
Summit Grove House.....	Bryn Mawr.....	80	Leed's House.....	Reeseville	10
Old Buck House	Bryn Mawr.....	40	Stetson's House.....	Reeseville.....	20
Corbin House, ...	Bryn Mawr.....	25	Lobb's House.....	Reeseville.....	40
Brookfield House.....	Bryn Mawr.....	20	Paoli Hotel.....	Paoli.....	32
Shalliol House.....	Bryn Mawr.....	15	Eavenson's House.....	Paoli.....	20
Bullock House.....	Bryn Mawr.....	25	Coate's House.....	Paoli.....	12
Carr's Boarding-House.....	Rosemont.....	50	Thompson's House	Paoli.....	25
Harman's Boarding-House.....	Rosemont.....	40	Ogden's House.....	Paoli.....	15
Arthur's Boarding-House.....	Rosemont.....	25	Beale's House.....	Green Tree.....	25
Warner's Boarding-House.....	Rosemont.....	15	Thomas' House.....	Malvern.....	12
Eachus' Boarding-House.....	Rosemont..... ...	25	Williams' House.....	Malvern.....	10
Marsh's Boarding-House.....	Wayne.....	12	Dunwoody House.....	Glen Loch.....	50
Garrett's Boarding-House	Wayne.....	35	Stone's House	Glen Loch.....	15
Zeiss' Boarding-House..	Wayne.....	15	Doan's House	Glen Loch.....	20
Jones' Boarding-House.....	Overbrook.....	10	Barry's House.....	Glen Loch.....	15
Maxwell's Boarding-House.....	Overbrook.....	15	Oakland Hotel.....	Oakland.....	40
Smith's Boarding-House.....	Overbrook.....	25	Lionville Hotel	Lionville.....	20
Wild Wood Boarding-House .. .	Elm.....	10	Lionville Boarding-House.....	Lionville.....	10
Wayne Hotel.....	Elm.....	30	Pennsylvania Railroad Hotel..	Downington.....	50
Ardmore Hotel.....	Ardmore.....	30	Hines' House.....	....	20
Wildgoss House.....	Haverford College.	20	Roberts' House.....	Downington.....	12
Eagle Hotel.....	Eagle.....	20			
Eagle Boarding House	Eagle..... ...	50		TOTAL.....	1,297

SUBURBAN HOTELS & BOARDING-HOUSES EAST OF PHILADELPHIA

Connected by Sixty-four Local Trains over the Pennsylvania Railroad.

NAME.	STATION.	CAPACITY.	NAME.	STATION.	CAPACITY.
Family Hotel	Germantown Junc.	70	John Roberts	Edington	25
Young's Hotel	Germantown Junc.	100	Neshaminy House	Schenck's	125
Macher's Hotel	Germantown Junc.	25	Exchange Hotel	Bristol	30
Downey's Centennial	Frankford	25	Bath Springs	Bristol	75
Corner's	Frankford	10	Railroad House	Bristol	12
North Star Hotel	Frankford	10	Cottage Hotel	Bristol	30
Wm. B. Sarbor's	Frankford	20	Delaware House	Bristol	50
New Arsenal Hotel	Bridesburg	25	Robert Morris Hotel	Morrisville	15
Old Arsenal Hotel	Bridesburg	12	Union Hotel	Morrisville	20
A. V. W. Baush	Bridesburg	10	Gill's Hotel	Morrisville	20
A. Laubetine's Hotel	Bridesburg	25	Railroad House	South Trenton	25
Century Elm Tree Hotel	Tacony	30	Steamboat House	South Trenton	25
Miss Julia South	Tacony	25	Clinton Street House	Trenton	30
Creedmore Park	Tacony	15	State Street House	Trenton	125
Windsor Park	Tacony	25	National Hotel.	Trenton	150
Bustleton Hotel	Bustleton	25	Trenton House	Trenton	175
Eagle Hotel	Bustleton	25	Eagle Hotel	Trenton	20
General Wayne Hotel	Holmesburg	40	American House	Trenton	125
Washington Hotel	Holmesburg	20	International Hotel	Trenton	25
Green Tree Hotel	Holmesburg	10	West End Boarding House	Trenton	60
Ashton Station	Holmesburg	40	United States Hotel	Trenton	75
Pennypack House	Holmesburg Junc.	10	Tremont House.	Trenton	25
Red Lion Hotel	Torresdale	20	Dowling's Hotel	Trenton	35
Andalusia Hall	Cornwell's	30	Merchants' Hotel	Trenton	30
Potter Hall	Cornwell's	10			
Garrett H. Roberts	Edington	10		TOTAL	1,994

LODGING HOUSE AGENCY IN PHILADELPHIA.

An Agency has been established in Philadelphia for the purpose of facilitating Centennial visitors in securing suitable accommodations at reasonable rates. This Agency is controlled by experienced and practical men, familiar with the available household accommodations of Philadelphia, who some months ago submitted their plan of operations to the Board of Finance of the Centennial Exhibition, to the presidents of the great Railways leading from Philadelphia, and to the Mayor of the city, which plan was approved and fully endorsed. Their arrangements now completed will enable them, if necessary, to provide daily for 30,000 strangers in clean, comfortable, well-furnished houses, with two meals of a superior quality, at prices of about $2.50 per day.

The plan of operations of this Agency is as follows: Tickets will be placed on sale at all the principal railway offices in America and Canada, where excursion tickets will be sold leading to Philadelphia, while like tickets will be sold in Europe. Each of these tickets will provide for one full day's accommodation, which day is to consist of a breakfast, with meat or ham and eggs, tea or coffee, two kinds of vegetables, etc.; supper (or dinner) equally as substantial as the breakfast; and lodgings, in rooms well furnished, and with clean bedding (the same linen never being used by different persons); parlor or sitting-rooms for use of guests; closets, etc., and in most cases bathrooms, all without additional cost,—the respectability of the houses in all cases being vouched for. An intending visitor to Philadelphia can purchase as many of these tickets as he may need for one day or one hundred days. Previous to his arrival in the city he will be met on the train by a messenger of the association, who will locate him in one of the rooms at the disposal of the agency, and give him a card showing exactly how he will reach it, either by street car or by special conveyance, and have his baggage forwarded to him in the shortest possible time.

The tickets will be accepted by the proprietor of the house in payment for his accommodations, and if the visitor should have any unused tickets they will be redeemed at the central office of the agency. For full information and special arrangements or accommodations, apply to WM. HAMILTON, General Superintendent, 1010 Walnut Street, Philadelphia.

DEPOT ACCOMMODATIONS FOR CENTENNIAL VISITORS.

Realizing the importance of providing suitable facilities and accommodations for the immense number of travelers to the Centennial Exhibition over the Pennsylvania Railroad and its connecting lines, the managers of that organization have constructed, immediately contiguous to the main entrance to the Exhibition grounds, a depot for the exclusive use of Centennial visitors. This depot stands opposite the open space separating the Main Exhibition Building from Machinery Hall, facing the principal entrance gate and the Judge's Pavilion, and in close proximity to several immense hotels and restaurants. It is 340 feet in length by 100 in width, two stories high, and surmounted by six towers. In design it is tasteful and ornamental, comparing favorably with the many beautiful structures erected for the purposes of the Exhibition. The first or ground floor contains a general waiting room, 130 by 100 feet, a ladies' waiting room 81 by 100 feet, a baggage room 49 by 100 feet, a ticket office 30 by 40 feet, a package room. 10 by 30 feet, and a number of retiring rooms. All these rooms are handsomely finished, and provided with every convenience. The rooms on the second floor are for the use of the railroad officials and employees.

This depot is reached by a circle of three tracks sweeping from the main roadway. The length of these tracks is four-fifths of a mile, and the diameter of the circle they describe is 600 feet. All trains will enter this circle heading west, and depart from the depot heading east. Three trains can be landing or receiving passengers in front of the depot at the same time, the entire tracks being floored over, and no matter in what direction the trains may come or go, they can be moved without confusion, delay or danger.

Seventeen additional sidings have been constructed, connected with this circle, of a length of 1,000 feet each, upon which waiting trains can be run and remain with engines attached, until the time arrives for them to enter upon the circle, receive their passengers, and depart for destination. This arrangement of tracks and sidings is novel, and affords facilities for the transaction, without detention or confusion, of an almost unlimited passenger business.

Academy of Fine Arts, Broad street above Arch.
Academy of Natural Science, S. W. cor. Nineteenth and Race streets. Open Tuesdays and Fridays, P. M. Admission, 10 cents.
American Philosophical Society, Fifth street below Chestnut.
Athenæum Library, Sixth street below Walnut.
Apprentices' Library, S. W. cor. Fifth and Arch streets.
Blind Asylum, Twentieth and Race streets. Concerts Wednesday P. M. Admission, 15 cents.
Blockley Almshouse, West Philadelphia. Tickets procured at 42 North Seventh street.
Carpenters' Hall, built in 1770, Chestnut street below Fourth, rear of bank building. In this building the first Colonial Congress held its sessions.
Christ Church, built in 1753, Second street above Market.
County Prison, Eleventh street and Passyunk avenue.
Custom-House, Chestnut street below Fifth.
Deaf and Dumb Asylum, cor. of Broad and Pine streets.
Franklin Institute, Seventh street above Chestnut. Admission free.
Franklin's Grave, S. E. cor. Fifth and Arch streets.
Girard College, Ridge avenue above Nineteenth street.
Historical Society's Library and Hall, Spruce street, between Eighth and Ninth.
House of Correction, near Holmesburg. Reached by Pennsylvania R. R. from Kensington Depot.
House of Refuge, Twenty-third and Brown streets.
Insane Hospital (Kirkbride's), Haverford ave., West Philadelphia.
Independence Hall, Chestnut street below Sixth. Open from 9 A. M. to 4 P. M. In this building the Declaration of Independence was enacted.
Masonic Temple, Broad Street below Arch. Visitors admitted by card from resident members of the order on Thursday from 10 A. M. to 2 P. M.
Mercantile Library, Tenth street above Chestnut.
Naval Asylum, Gray's Ferry Road.
National Museum, Independence Hall. Open from 9 A. M. to 3 P. M. Free.
Navy Yard, League Island, mouth of the Schuylkill River.
Old Swedes' Church, oldest church in Philadelphia, built in 1700, taking the place of Second Swedes' Church, built in 1677. Swanson Street below Christian.
Pennsylvania Hospital, Eighth and Spruce streets.
Penn's Cottage, Letitia street near Market. Letitia street is between Front and Second.
Penn Treaty Monument. Beach and Hanover streets.
Penitentiary (Eastern), Fairmount avenue and Twenty-first street.
Philadelphia Library, (founded by Benjamin Franklin), Fifth street below Chestnut.
School of Design for Women, S. W. corner Merrick and Filbert.
United States Mint. Chestnut street above Thirteenth. Open from 9 A. M. to 12 noon. Free.
University of Pennsylvania, Thirty-sixth and Woodland avenue, West Philadelphia.
Wagner Free Institute, cor. Seventeenth and Montgomery avenue.
Wills Hospital for Eye Diseases, Race street between Eighteenth and Nineteenth.
Young Men's Christian Association, S. E. cor. Fifteenth and Chestnut streets.
Zoological Gardens, situated in a part of Fairmount Park, on the Schuylkill river. The places of interest are the Carnivora-house, the monkey-house, the aviary, the fox-pens, the wolf-pens, the raccoon-house, the prairie dog village, the elephant and rhinoceros houses, the rabbit-house, the eagle aviary, the deer enclosure, the bison-sheds and the bear-pits. The collection of birds and animals is the finest in the United States.

PLACES OF AMUSEMENT IN PHILADELPHIA.

American Academy of Music, Broad and Locust streets.
Walnut Street Theatre, cor. Walnut and Ninth streets.
Chestnut Street Theatre, Chestnut street above Twelfth.
Arch Street Theatre, Arch street above Sixth.
Kiralfy's Alhambra Palace. Broad street above Spruce.
Thomas' Garden, Broad and Master streets.
American Theatre, Chestnut street above Tenth.
Grand Central Variety Theatre, Walnut street above Eighth.
New National Variety Theatre, Tenth and Callowhill Streets.
Eleventh Street Opera House, (Ethiopian Minstrels), Eleventh Street above Chestnut.
Arch Street Opera House, (Ethiopian Minstrels), Arch street above Tenth.
Museum, cor. Arch and Ninth streets.
Enoch's Varieties, Seventh street below Arch.
Offenbach Garden, Broad and Cherry streets.
Operti's Tropical Garden, Belmont avenue, near Centennial Exhibition.
Mænerchor Garden, Fairmount avenue and Franklin street.
The Colosseum, corner Broad and Locust streets.
Washington Garden, Broad street above Cherry.
Siege of Paris, Elm Avenue and Fortieth street.

PATRONS OF HUSBANDRY—ENCAMPMENT NEAR PHILADELPHIA.

For the purpose of accommodating the large number of agriculturists, as well as others, who desire to visit the Centennial Exhibition, the National Grange of the Patrons of Husbandry have established at Elm Station, on the Pennsylvania Railroad, four miles from the Exhibition grounds, an encampment, to remain during the continuance of the great World's Fair. This encampment is beautifully and conveniently located on high ground, well watered and drained. Buildings suitably arranged are now being constructed, to contain lodging rooms, restaurants, periodical, drug and stationery stores, telegraph office, bowling alleys, exhibition halls, etc., which will be completed by the first of May. At that time twelve hundred lodging rooms, with the necessary appurtenances, will be ready for occupancy, and the number will be enlarged as the demand increases. The large hall will be used for religious services on Sundays, and rented for proper amusements during the remaining days of the week. A special police will be on duty to preserve order, and every arrangement provided for the comfort and pleasure of visitors. The price charged will be uniform, fifty cents for each of three meals, and fifty cents for lodging, making for a full day's accommodations two dollars, but the charges will only be made for meals and lodging had by the visitor.

The Pennsylvania Railroad Company have made liberal arrangements for the accommodation of this encampment. Regular trains will stop at Elm Station, where an additional siding 1,100 feet in length has been constructed, to land and take on passengers, and special trains will be run at suitable hours to convey passengers to and from the Exhibition. Round trip tickets will be sold between the encampment and the Exhibition at fifteen cents, and trip tickets at ten cents.

Information in reference to this encampment can be obtained by addressing R. H. THOMAS, Secretary, Mechanicsburg, Pa.

CAMP SCOTT.

This beautiful and conveniently arranged encampment is located on the line of the Pennsylvania Railroad, near Overbrook station, one mile west of the Centennial Exhibition Buildings. It is interspersed with magnificent groves, which afford ample shade, and is supplied with excellent water from a running stream and several springs. The grounds of the camp are sufficiently rolling to secure excellent drainage. A station is established at the camp, where visiting bodies are landed and baggage delivered. Tents, rations, camp equipage, stabling and all other requisites for military and civic organizations will be supplied, and restaurants, billiard rooms, bowling alley, post office, telegraph office, with messengers, are in the enclosure. A large and commodious head-quarters building is for the use of those in charge of organizations using the grounds. This camp is established under the sanction of the Centennial Commission, and is reached by trains over the Pennsylvania Railroad from the west, north and east. For additional information address, J. V. W. VANDENBURGH, General Manager, Camp Scott, Philadelphia.

CENTENNIAL EXCURSION TICKETS.

The following Centennial Excursion Tickets will be placed on sale at Pittsburg, on May 1st, and their sale will be continued until November 10th, 1876. They will be good thirty days from date of sale, and passengers will be allowed to stop off at any point on the route.

Centennial Excursion Tickets by most of these routes, will be sold over the Pennsylvania R.R. at all principal cities and railroad stations in the West and Southwest, and will entitle the holder to stop off at any point on the route. Those sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west of those cities, will be good for passage sixty days from date of sale.

Eight hundred popular Summer Excursion routes to Cape May, Long Branch, Atlantic City, Niagara Falls, Watkins Glen, Minnequa Springs, Gettysburg, Bedford Springs, Newport, White Mountains, Virginia Springs, and to all Summer and Seaside Resorts in the Eastern and New England States, will be sold at reduced rates from Pittsburg, Philadelphia, New York, Baltimore and Washington City, from May 1st to November 1st, 1876, and will be valid for passage until November 30, 1876. These routes entitle the holder to stop off at any point, are arranged to embrace beautiful landscape, river and mountain scenery, and are specially commended to tourists.

An ILLUSTRATED GUIDE BOOK, describing these routes and giving rates, will be issued early in May, and copies may be had on application to Ticket Agents, or to the General Passenger Agent in Philadelphia.

CENTENNIAL EXCURSION ROUTES FROM PITTSBURG.

PHILADELPHIA EXC., C. 1.
Pennsylvania R.R...to Philadelphia.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg..$15.00

PHILADELPHIA EXC., C. 3.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry to Baltimore.
Phil. Wil. & Balt. R.R. to Philadelphia.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg.. $15.00

PHILADELPHIA EXC., C. 4.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry...to Baltimore.
Balt. & Potomac R.R. to Washington.
Balt. & Potomac R.R. to Baltimore.
Phil. Wil. & Balt. R R. to Philadelphia.
Pennsylvania R.R...to Pittsburg
Through Rate from Pittsburg...$15.00

PHILADELPHIA EXC., C. 7.
Pennsylvania R.R...to Philadelphia.
Phil. Wil. & Balt. R.R. to Baltimore.
North'n Central Ry..to Harrisburg.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg..$15.00

PHILADELPHIA EXC., C. 8.
Pennsylvania R.R ..to Philadelphia.
Phil. Wil. & Balt. R.R. to Baltimore.
Balt. & Potomac R. R. to Washington.
Balt. & Potomac R.R. to Baltimore.
North'n Central Ry..to Harrisburg.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg..$15.00

PHILADELPHIA EXC., C. 11.
Pennsylvania R. R..to Philadelphia.
Pennsylvania R.R...to Harrisburg.
North'n Cen ral Ry..to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun. A.V. & P. R.R. to Titusville
Pitts., Tit. & B. R.R. to Oil City.
Allegheny Val. R.R. to Pittsburg.
Through Rate from Pittsburg..$18.50

PHILADELPHIA EXC., C. 13.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Baltimore.
Phil. Wil. & Balt. R.R. to Philadelphia.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun. A.V. & P. R.R. to Titusville.
Pitts., Tit. & B. R.R. to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg..$20.00

PHILADELPHIA EXC., C. 14.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt. & Potomac R.R. to Washington.
Balt. & Potomac R.R. to Baltimore.
Phil. Wil. & Balt. R.R. to Philadelphia.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury,
Phila. & Erie R.R...to Irvineton.
Dun., A.V. & P. R.R. to Titusville.
Pitts., Tit. & B. R.R. to Oil City.
Allegheny Val. R. R. to Pittsburg.
Through Rate from Pittsburg..$20.00

PHILADELPHIA EXC., C. 17.
Pennsylvania R. R..to Philadelphia.
Phil. Wil. & Balt. R.R. to Baltimore.
North'n Central Ry..to Sunbury.
Phil & Erie R. R....to Irvineton.
Dun., A.V. & P. R R..to Titusville.
Pitts., Tit. & B. R.R. to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg..$20.00

PHILADELPHIA EXC., C. 18.
Pennsylvania R.R...to Philadelphia.
Phil. Wil. & Balt. R.R..to Baltimore.
Balt. & Potomac R.R. to Washington.
Balt. & Potomac R.R. to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun. A. V. & P. R.R. to Titusville.
Pitts., Tit. & B. R.R. to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg..$20.00

PHILADELPHIA EXC., C. 21.
Pennsylvania R.R...to Philadelphia.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$19.00

PHILADELPHIA EXC., C. 23.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Phil. Wil. & Balt. R.R. to Philadelphia.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$20.50

PHILADELPHIA EXC., C. 24.
Pennsylvania R. R..to Harrisburg.
North. Central Ry...to Baltimore.
Balt. & Potomac R.R. to Washington.
Balt. & Potomac R.R. to Baltimore.
Phil. Wil. & Balt. R.R. to Philadelphia.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$20.50

PHILADELPHIA EXC., C. 27.
Pennsylvania R. R...to Philadelphia.
Phil., Wil. & Balt R.R. to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$20.50

PHILADELPHIA EXC., C. 28.
Pennsylvania R.R...to Philadelphia.
Phil. Wil. & Balt. R.R. to Baltimore.
Balt. & Potomac R.R. to Washington.
Balt. & Potomac R.R. to Baltimore.
North'n Central Ry. to Sunbury.
Phila. & Erie R.R...to Erie.
Erie & Pitts. R. R..to Pittsburg.
Through Rate from Pittsburg..$20.50

PHILADELPHIA EXC., C. 31.

Pennsylvania R. R...to Philadelphia.
Pennsylvania R. R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phil. & Erie R. R.. .to Emporium.
B., N.Y. & Phil.R.R.to Buffalo.
N.Y.C.& H. R. R.R..to Niagara Falls.
N.Y.C.& H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff., C. & Pitts.R R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg..$21.50

PHILADELPHIA EXC., C. 33.

Pennsylvania R.R...to Harrisburg.
North'n Centrl R'y..to Baltimore.
Phil, Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
Buff.N.Y.&Phil.R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts. R.R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 34.

Pennsylvania R. R..to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R. R..to Harrisburg,
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
B..N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. R'y....to Brocton.
Buff., C. &Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R. to Pittsburg.
Through Rate from Pittsburg.$23.00

PHILADELPHIA EXC., C. 37.

Pennsylvania R.R. to Philadelphia.
Phila.Wil.& Bal.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
B.,N.Y.&Phila.R.R..to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry.....to Brocton.
Buff.,C.& Pitts.R.R..to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 38.

Pennsylvania R.R. .to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Emporium.
Buff.N.Y.&Phil.R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry. ..to Brocton.
Buff.,C.& Pitts.R.R..to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 41.

Pennsylvania R. R..to Philadelphia.
Pennsylvania R. R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
Buff.,N.Y. & P. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg...$21.50

PHILADELPHIA EXC., C. 43.

Pennsylvania R. R .to Harrisburg.
North'n Central Ry..to Baltimore.
Phil. Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R. R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Emporium.
B., N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry.....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 44.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry. to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R. R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R. R...to Emporium.
B., N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg...$23.00

PHILADELPHIA EXC., C. 47.

Pennsylvania R. R..to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Emporium.
B., N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry.....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 48.

Pennsylvania R. R...to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
B.,N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 51.

Pennsylvania R. R..to Philadelphia.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Williamsport.
North'n Central Ry .to Canandaigua.
N.Y.C. & H. R. R.R.to Niagara Falls.
N.Y.C. & H. R R. R.to Buffalo.
L. S. & M. S. Ry. ...to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts., T. & B. R.R..to Oil City.
Allegheny Val.R.R..to Pittsburg.
Through Rate from Pittsburg...$21.50

PHILADELPHIA EXC., C. 53.

Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R. R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phil. & Erie R. R....to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y. C. & H.R. R.R.to Niagara Falls.
N.Y. C. & H.R. R.R.to Buffalo.
L. S. & M. S. Ry.....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg,
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 54.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry...to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R.R ..to Harrisburg.
North'n Central Ry..to Sunbury.
Phil. & Erie R. R...to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y. C. & H.R. R.R.to Niagara Falls.
N.Y. C. & H.R. R.R.to Buffalo.
L. S. & M. S. Ry ...to Brocton.
Buff.,C. & Pitts. R.R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg...$23.00

PHILADELPHIA EXC., C. 57.

Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Williamsport.
North'n Central Ry to Canandaigua.
N. Y. C. & H. R. R.R.to Niagara Falls.
N. Y. C. & H. R. R. R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit.&B. R.R...to Oil City.
Allegheny Val. R.R. to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 58.

Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& Potomac R.R.to Baltimore.
North'n Central Ry.to Sunbury.
Phila. & Erie R. R..to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y.C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry.....to Brocton.
Buff.,C. & Pitts. R.R.to Corry.
Pitts. Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg. $23.00

PHILADELPHIA EXC., C. 61.

Pennsylvania R.R...to Philadelphia.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R...to Williamsport.
North'n Central Ry to Canandaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry... .to Erie.
Erie & Pitts. R. R. ..to Pittsburg.
Through Rate from Pittsburg...$21.50

PHILADELPHIA EXC., C. 63.

Pennsylvania R.R. .to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil. &Balt.R.R.to Philadelphia.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 64.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phil. & Erie R. R....to Williamsport.
North'n Central Ry..to Canandaigua.
N. Y.C. & H. R. R.R.to Niagara Falls.
N.Y.C.& H. R. R. R..to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$23 00

PHILADELPHIA EXC., C. 67.

Pennsylvania R. R..to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry..to Canandaigua.
N. Y. C. & H. R. R.R.to Niagara Falls.
N. Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts.R.R....to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 68.

Pennsylvania R.R...to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg...$23.00

PHILADELPHIA EXC., C. 71.

Pennsylvania R. R...to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del.,L. & West. R.R.to Binghamton.
Erie Ry.....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C.& Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$21.50

PHILADELPHIA EXC., C. 72.

Pennsylvania R. R..to Philadelphia.
Pennsylvania R. R..to Manunka Chk.
Del., L. & West.R.R.to Syracuse.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. R'y....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val.R.R..to Pittsburg.
Through Rate from Pittsburg..$21.50

PHILADELPHIA EXC., C. 73.

Pennsylvania R.R...to Harrisburg.
North'n Central R'y..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del.,L. & West. R.R.to Binghamton.
Erie R'y.....to Niagara Falls.
Erie R'y.....to Buffalo.
L. S. & M. S. R'y...to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg...$23.00

PHILADELPHIA EXC., C. 74.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R. R..to Manunka Chk.
Del.,L. & West. R.R.to Binghamton.
Erie Ry.....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
AlleghenyVal.R.R...to Pittsburg.
Through Rates from Pittsburg..$23.00

PHILADELPHIA EXC., C. 75.

Pennsylvania R.R ..to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.&Balt. R.R.to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del., L. &West.R.R.to Syracuse.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg...$23.00

PHILADELPHIA EXC., C. 76.

Pennsylvania R.R...to Harrisburg.
North'n Central R'y.to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del., L. West'n R.R.to Syracuse.
N.Y.C. & H. R. R.R.to Niagara Falls.
N.Y.C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry. ...to Brocton.
Buff., C. & Pitts.R.R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 77.

Pennsylvania R. R..to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del., L. & West. R.R.to Binghamton.
Erie Ry.....to Niagara Falls.
Erie Ry..... ....to Buffalo.
L. S. & M. S. R'y....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$21.50

PHILADELPHIA EXC., C. 78.

Pennsylvania R. R..to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del., L. & West.R.R.to Syracuse.
N.Y.C. & H. R. R.R.to Niagara Falls.
N.Y.C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$21.50

PHILADELPHIA EXC., C. 79.

Pennsylvania R. R..to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R. R..to Manunka Chk.
Del.,L. & West. R.R.to Binghamton.
Erie Ry.....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry.....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg. $23.00

PHILADELPHIA EXC., C. 80.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& Potomac R.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R. R..to Manunka Chk.
Del.,L. & West.R.R.to Binghamton.
Erie Ry. .....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. R'y....to Erie.
Erie & Pitts. R. R....to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 81.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del., L. & West.R.R.to Syracuse.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R.R.R.to Buffalo.
L. S. & M. S. R'y....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg...$23.00

PHILADELPHIA EXC., C. 82.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to Manunka Chk.
Del., L. & West.R.R.to Syracuse.
N.Y. C. & H.R.R.R..to Niagara Falls.
N.Y.C. & H.R. R.R..to Buffalo.
L. S. & M. S. Ry.....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$23.00

PHILADELPHIA EXC., C. 83.

Pennsylvania R.R.. to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt. & Ohio R.R....to Cumberland.
Balt. & Ohio R.R....to Pittsburg.
Through Rate from Pittsburg..$15.00

NEW YORK EXC., C. 2.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg...$19.00

NEW YORK EXC., C. 5.

Pennsylvania R.R.. to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.&Balt. R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg..$19.00

NEW YORK EXC., C. 6.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt.& Potomac R.R.to Washington.
Balt.& Potomac R.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg.. $19.00

NEW YORK EXC., C. 9.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry.to Harrisburg.
Pennsylvania R. R..to Pittsburg.
Through Rate from Pittsburg..$19.00

NEW YORK EXC., C. 10.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry.to Harrisburg.
Pennsylvania R. R..to Pittsburg.
Through Rate from Pittsburg..$19.00

NEW YORK EXC., C. 12.

Pennsylvania R. R...to New York.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun.,A.V. & P. R.R.to Titusville.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$22.00

NEW YORK EXC., C. 15.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun.,A.V.& P.R.R. to Titusville.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$23.50

NEW YORK EXC., C. 16.

Pennsylvania R. R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R..to Washington.
Balt.& PotomacR.R..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun.,A.V.& P.R.R..to Titusville.
Pitts.,Tit.& B.R.R...to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$23.50

NEW YORK EXC., C. 19.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun.,A.V.& P.R.R..to Titusville.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg. $23.50

NEW YORK EXC., C. 20.

Pennsylvania R. R..to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Irvineton.
Dun.,A.V.& P.R.R..to Titusville.
Pitts.,Tit.& B. R.R..to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$23.50

NEW YORK EXC., C. 22.

Pennsylvania R. R..to New York.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Erie.
Erie & Pitts R. R...to Pittsburg.
Through Rate from Pittsburg..$22.50

NEW YORK EXC., C. 25.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R..to New York.
Pennsylvania R. R..to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R. R..to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$24.00

NEW YORK EXC., C. 26.

Pennsylvania R. R..to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R..to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$24.00

NEW YORK EXC., C. 29.

Pennsylvania R. R..to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R.. to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg...$24.00

NEW YORK EXC., C. 30.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R... to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$24.00

NEW YORK EXC., C. 32.

Pennsylvania R. R..to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Emporium.
B., N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry.....to Brocton.
B., C. & Pitts. R. R..to Corry.
Pitts., Tit. & B.R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$25.00

NEW YORK EXC., C. 35.

Pennsylvania R. R..to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R. R..to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Emporium.
B., N.Y. &Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry ....to Brocton.
Buff.,C.& Pitts. R.R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R..to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 36.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Emporium.
B., N.Y.& Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 39.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie.....to Emporium.
Buff. N. Y. & P. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry. ....to Brocton.
Buff. C. & Pitts.R.R.to Corry.
Pitts. Tit. &. B. R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 40.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt. R.R.to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
North'n Central R'y.to Sunbury.
Phila. & Erie R.R.. to Emporium.
Buff. N. Y. & P. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff., C. & Pitts.R.R.to Corry.
Pitts.,Tit. & P. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg. $26.50

NEW YORK EXC., C. 42.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
Buff. N. Y. & P. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$25.00

NEW YORK EXC., C. 45.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
B..N.Y. & Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry. ...to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 46.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt. R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R R...to Emporium.
B.,N.Y.&Phil.R.R...to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 49

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Emporium.
B., N.Y.& Phil. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg...$26.50

NEW YORK EXC., C. 50.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Emporium.
Buff. N.Y. & P. R.R.to Buffalo.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry ....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg...$26.50

NEW YORK EXC., C. 52.

Pennsylvania R.R...to New York.
Pennsylvania R R...to Harrisburg.
North'n Central Ry. to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry. to Canandaigua.
N.Y. C. & H. R. R.R. to Niagara Falls.
N. Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & P. R.R....to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$25.00

NEW YORK EXC., C. 55.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry..to Canadaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R.R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & P. R.R....to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 56.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry.to Canandaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit.&B.R.R...to Oil City.
Allegheny Val. R.R to Pittsburg.
Through Rate from Pittsburg .$26.50

NEW YORK EXC., C. 59.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry.to Canandaigua.
N. Y.C. & H. R.R.R.to Niagara Falls.
N. Y.C. & H. R.R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff., C.&Pitts. R.R.to Corry.
Pitts.,Tit. &B. R.R..to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 60.

Pennsylvania R.R...to New York.
Pennsylvania R.R.. to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry.to Canandaigua.
N.Y. C. & H.R. R.R.to Niagara Falls.
N.Y. C. & H.R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C.& Pitts. R.R.to Corry.
Pitts., Tit. & B.R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 62.

Pennsylvania R.R..to New York.
Pennsylvania R.R..to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry.to Canandaigua.
N.Y. C. & H.R. R.R.to Niagara Falls.
N.Y. C. & H.R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$25.00

NEW YORK EXC., C. 65.

Pennsylvania R.R..to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.&Balt.R.R to Philadelphia.
Pennsylvania R. R..to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry.to Canandaigua.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 66.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.&Potomac R.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry.to Canandaigua.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R. R.R..to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg...$26.50

NEW YORK EXC., C. 69.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R R...to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 70.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.&Balt.R.R.to Baltimore.
Balt.&Potomac R.R.to Washington.
Balt.&Potomac R.R.to Baltimore.
North'n Central Ry..to Sunbury.
Phila. & Erie R.R...to Williamsport.
North'n Central Ry..to Canandaigua.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$26.50

NEW YORK EXC., C. 84.

Pennsylvania R.R...to New York.
Pennsylvania R.R...to Philadelphia.
Phil.Wil.& Balt.R.R.to Baltimore.
Balt. & Ohio R. R.. to Cumberland.
Balt. & Ohio R. R...to Pittsburg.
Through Rate from Pittsburg..$19.00

NEW YORK EXC., C. 85.

Pennsylvania R. R..to New York.
Erie Ry.....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit.& B.R.R..to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$23.00

NEW YORK EXC., C. 86.

Pennsylvania R.R...to New York.
Erie Ry..... . ...to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$23.00

NEW YORK EXC., C. 87.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R..to New York.
Erie Ry.....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry... to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts., Tit. & B.R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg...$24.75

NEW YORK EXC., C. 88.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Erie Ry..... .... to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts., Tit. & B. R.R.to Oil City.
Allegheny Val. R. R.to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 89.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore,
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Erie Ry. ....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry ...to Erie.
Erie & Pitts. R.R ..to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 90.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Erie Ry .....to Niagara Falls.
Erie Ry.....to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R. R...to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 91.

Pennsylvania R.R...to New York.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C.& Pitts. R.R.to Corry.
Pitts. Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$23.00

NEW YORK EXC., C. 92.

Pennsylvania R.R...to New York.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$23.00

NEW YORK EXC., C. 93.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
N.Y. C. & H. R. R.R.to Niagara Falls.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B.R.R..to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 94.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & P. R. R...to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
AlleghenyVal. R.R..to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 95.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 96.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt. & PotomacR.R.to Washington.
Balt. & PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 97.

Pennsylvania R. R..to New York.
Day Line Steamers..to Albany.
N.Y.C.& H.R. R.R..to Niagara Falls.
N.Y.C.& H.R. R.R. to Buffalo.

C. 97—Continued.

L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$23.00

NEW YORK EXC., C. 98.

Pennsylvania R.R...to New York.
Day Line Steamers..to Albany.
N.Y.C.& H.R. R.R..to Niagara Falls.
N.Y.C.& H.R. R.R..to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$23.00

NEW YORK EXC., C. 99.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.& Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Day Line Steamers..to Albany.
N.Y.C.& H.R.R.R...to Niagara Falls.
N.Y.C.& H.R.R.R...to Buffalo.
L. S. & M. S. R.R...to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg...$24.75

NEW YORK EXC., C. 100.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt.& PotomacR.R.to Washington.
Balt.& PotomacR.R.to Baltimore.
Phil.Wil.&Balt.R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Day Line Steamers..to Albany.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. & H. R. R.R.to Buffalo.
L. S. & M. S. Ry....to Brocton.
Buff.,C. & Pitts.R.R.to Corry.
Pitts.,Tit. & B. R.R.to Oil City.
Allegheny Val. R.R.to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 101.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry.to Baltimore.
Phil.Wil.&Balt. R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Day Line Steamers..to Albany.
N.Y.C.&H.R.R.R ..to Niagara Falls.
N.Y.C.&H.R.R.R. .to Buffalo.
L. S. & M. S. Ry....to Erie.
Erie & Pitts. R.R...to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 102.

Pennsylvania R.R...to Harrisburg.
North'n Central Ry..to Baltimore.
Balt.& Potomac R.R.to Washington.
Balt.& Potomac R.R.to Baltimore.
Phil.Wil.&Balt. R.R.to Philadelphia.
Pennsylvania R.R...to New York.
Day Line Steamers..to Albany.
N.Y. C. & H. R. R.R.to Niagara Falls.
N.Y. C. &. H. R. R.R.to Buffalo.
L. S. & M. S. Ry.....to Erie.
Erie & Pitts. R.R....to Pittsburg.
Through Rate from Pittsburg..$24.75

NEW YORK EXC., C. 103.

Pennsylvania R.R...to Philadelphia.
Pennsylvania R.R...to Sea Girt.
Central R.R. of N. J.to Long Branch.
New Jer. So. R.R....to New York.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg..$19.00

NEW YORK EXC., C. 104.

Pennsylvania R.R...to Pemberton Jc.
New Jer. So. R.R....to Long Branch.
New Jer. So. R.R....to New York.
Pennsylvania R.R...to Pittsburg.
Through Rate from Pittsburg..$19.00

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B. vonder BECKE, Agent, Antwerp. **RICHARDSON, SPENCE & CO., Agt's, Liverpool.**

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FACTORIES, EASTHAMPTON, MASS.

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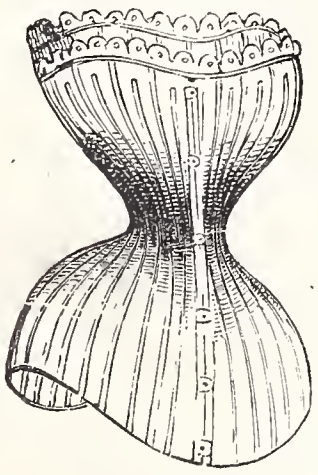

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NO LADY REQUIRING SUPPORT SHOULD BE WITHOUT THEM.

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